



David Higgins/Craig Drew: - 2014 Rally America National Champions

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Performance Rally Rules 2015 Edition

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Rally America

Performance Rally Rules

2015 Edition

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FOREWORD

Effective January 1, 2015 all previous Performance Rally Rules are superseded by the following Rally America Performance Rally Rules. Rally America reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

All correspondence should be addressed to: Rally America, Inc., 300 Cornerstone Drive, Suite 315, Williston, VT 05495-4031. E-mail submissions may be made to info@rally-america.com.

Questions concerning Performance Rally Rules clarifications should be addressed to: Rally America, Inc., 300 Cornerstone Drive, Suite 315, Williston, VT 05495-4031. E-mail submissions may be made to info@rally-america.com.

Questions concerning medical issues should be addressed to the Medical Advisor (refer to Article 1.2.A.)

Portions of these Rules are substantially different from previous editions. Underlined text is used in this edition to indicate changes from the 2014 Performance Rally Rules. Participants are advised to read the entire book.

The masculine pronouns *he*, *him*, and *his* will be used generically, without actual reference to gender.

Finality of Interpretation and Application

The interpretation and application of these Rules by Rally America officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

- A. They are familiar with the Performance Rally Rules and agree to abide by them;
- B. Determinations by Rally America officials are non-litigable;
- C. They will not initiate or maintain litigation of any kind against Rally America or anyone acting on behalf of Rally America to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and;
- D. If a participant, member, competitor or official initiates or maintains litigation in violation of this provision, that participant, member, competitor or official agrees to reimburse Rally America for all costs of such litigation, including travel expenses and attorneys' fees.

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ARTICLE 1: PERFORMANCE RALLY RULES

1.1. PURPOSE

- A. National Rally. The purpose of the Rally America National Championship is to provide a series of the best rallies in the U.S. operated consistently with the goal of identifying the best driver and co-driver in various classes.
- B. Regional Rally. The Rally America Regional Championships aim to provide a series of events in which all of the events are intended to be within a day's drive from each competitor's home or base of operations.
- C. Safety, as well as compliance with Federal and State regulations, will be of key importance in competing in, and staging of, performance rally events.

1.2. ADMINISTRATION

A. Administrative Roles

The following administrative roles support rally operations:

Managing Director: Responsible for overall management of Rally America. Final approval of all rule changes and annual schedules. The source of all approval "by Rally America" in this rulebook.

Competition Director: Responsible for management of technical issues for Rally America. Serve as scrutineer at national events. Propose and/or evaluate possible rule changes as needed. Issue binding interpretations of vehicle, safety and technical rules in Articles 3, 5, 6, 10, and 11 of these rules.

Rules Committee: Responsible for the rules that Rally America events operate under. Accept suggested rule changes from competitors and presents them to Rally America for review.

Medical Advisor: Rally America's liaison with other motorsports sanctioning bodies as well as appropriate experts on medical and safety issues. The Medical Advisor uses this knowledge to help shape the rules, and expectations for event safety plans.

Steward Coordinator: Maintains the list of eligible stewards. Assigns the Rally America-selected steward(s) to each event. (Each event's organizing committee selects its Steward from the list of eligible stewards.)

B. Stewards

1. Each national event shall be overseen by a committee of three Stewards. These stewards shall be appointed from a list of candidates approved by Rally America.

Standalone regional events shall be overseen by a single steward. Rally America may, at its discretion, appoint one or more additional

stewards to any regional event.

- a. The Event Steward will act as the Chairman of the Stewards and is selected by Rally America. This steward is responsible for the fair and sporting conduct of the event, entrants and competition vehicles.
2. The Stewards of the Meeting shall meet at least once prior to the event weekend, once on site before the start of the event, and once per competition day during the event. Time and location for the meetings will be posted on the official notice board and, whenever possible, included in the Supplementary Regulations. Agendas will include review and approval of the start order, disposition of all "Requests for review request", and review and approval of results of competition.
3. As described in Article 8.3, any event official or participant may request a review request. These requests shall all be submitted in writing. If a steward witnesses a rule infraction or the unsafe or unsporting behavior of an event participant, he shall initiate a review request.
4. If, in the opinion of any steward, a situation presents a potential threat to the safety of either the competitor or the public, the steward is empowered to take immediate action to remedy the situation. An organizer may request a consensus of the Stewards of the Meeting before any action is taken.
5. Steward Qualifications

Qualified candidates for a Steward's position shall have a working knowledge of this rulebook, the Safety and Operations Manual, and the general layout of an event safety plan. They should have experience in or a working knowledge of scrutineering, stage layout and operations, scoring and registration. It is recommended that all candidates be licensed Amateur Radio operators and be familiar with the operations of a rally radio net.

6. Duties of the Stewards

The stewards at a rally have power to:

- a Inflict penalties of reprimand, fine, time or exclusion;
- b Prohibit from competing any competitor or any vehicle which they consider to be dangerous;
- c Exclude from any one competition or from the event any competitor who, or any automobile which, they consider as ineligible to take part therein, or whom they consider guilty of misbehavior or unfair practice;

- d Penalize and/or order the removal from the rally and its precincts any competitor who refuses to obey the order of a responsible official;
- e In case of force majeure or for reasons of safety either postpone, abandon, or stop a competition or stage. If a competition or stage is stopped, the stewards may declare it "no contest" and arrange for it to be restarted or alternatively declare the stage cancelled or the event concluded and determine the results based on the positions of the competitors at that time;
- f Appoint a temporary substitute or substitutes to replace any steward not able to perform his/her duties;
- g Enquire into allegations of reckless driving and, if appropriate, penalize the individual and/or refer the matter to Rally America for hearing;
- h Authorize amendments to the Supplementary Regulations for reasons of safety or force majeure;
- i Accept or refuse any correction proposed by a Judge of Fact;
- j Authorize the change of driver or automobile;
- k Authorize the modification of the position of the starting or finishing lines of a stage or the alteration of the schedule at the request of the organizer where necessary to ensure reasonable safety for competitors and spectators;
- l Authorize the amendment of the results of a competition based on a correction by the Chief Scorer to take into account a penalty assessed against a competitor.

These tasks may be done by any of the Stewards, as their skills may dictate. It shall be the Event Steward's responsibility to be sure all tasks are accomplished.

1.3. RALLY CHAMPIONSHIPS

The National Championship shall be comprised of not more than 12 events in any one calendar year. In order to be eligible for inclusion in the National Championship schedule, a proposed event must meet the requirements of the SOM and be Rally America-sanctioned, and participate in a minimum one-year observance process.

Regional events are divided into these categories: Coefficients 1, 2 and 3. Regional Championships for drivers and co-drivers will be determined each year by the events held in each region (as well as limited "out-of-region" events).

1.4. SAFETY AND OPERATIONS MANUAL (SOM)

The Safety and Operations Manual shall govern the operation of all national and regional events. The SOM shall be available to all event organizers with an event on the schedule and may be downloaded from the Rally America web site. The SOM shall guide the organizer in the preparation and conduct of the event. Organizers of national and regional events are responsible to Rally America for adherence to the SOM. The SOM shall not serve as a basis for claim by the contestants.

The SOM will serve as the general guideline for the running of Coefficient 1 regional events. Some variation, especially in timing or control sign formats, may occur at this level; event regulations must detail event procedures. Event formats may vary dramatically at this level; competitors should study each event's regulations carefully.

With prior approval of Rally America, regional events may run concurrently with a national event. Competitors may enter either or both national and regional rally(s) (subject to limitations described in Article 2). Driver and co-driver must carry the proper licenses for the event(s) entered.

Rally America reserves the right to make such changes in these Rules, the SOM, and appendices as may be deemed necessary or advisable.

1.5. ACCEPTANCE OF RALLY RULES

Each organizer or organizing committee that undertakes to organize a national or regional event shall be familiar with these Rules and the rules within the SOM and shall be bound by them.

Each participant in a national or regional event shall be familiar with and bound by these Rules. Participation shall constitute evidence of that contestant's acceptance of this provision.

1.6. INSURANCE

A. Event Liability / Participant Accident coverage

All Rally America-sanctioned events must be insured for Event Liability and Participant Accident coverage by the Rally America Event Insurance Plan. The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

B. Event Insurance Plan Request Form

Each event must submit a Rally America Sanction Application (Exhibit A) and the applicable fees. This insurance request and payment must arrive at Rally America at least 14 days prior to the event.

C. Insurance Policy

For events with public road transit sections, the owner/entrant must warrant having a valid auto insurance policy with liability limits of not less

than \$100,000/\$200,000/\$50,000 in force for each vehicle entered (this includes support vehicles). Actual proof of such insurance showing limits must be produced to event officials at registration.

A warrant of insurance (included on official entry form) must be signed by the vehicle owner which states, "I warrant the competition vehicle has current minimum insurance coverage of \$100,000/\$200,000/\$50,000 which meets or exceeds the vehicle insurance standards established and required by Rally America." Rally vehicles without the required documents will not be allowed to start the event.

D. Incident Reporting

The driver (or owner) of a vehicle participating in an event, which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed Incident Report Form to the event's Event Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (refer to Article 8 for penalties). The event's Event Steward or a designated representative is charged with the submission of the completed Incident Report and should file the report within ten days of the incident with Rally America.

1.7. SANCTION REQUIREMENTS

Formal Rally America sanction is required for all performance rally events. Sanction requirements and all documents will be issued by Rally America.

A. Supplementary Regulations

Each event shall have Supplementary Regulations covering areas not specified in these Rules and add to these Rules.

The Supplementary Regulations for an event shall include information such as schedules, local maps, local laws concerning vehicle preparation (i.e., headlights and bumpers), awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction exception has been granted by Rally America, Supplementary Regulations may not alter or contradict these Rules. If such contradictions occur, the PRR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations.

Organizers will make all attempts possible to list in the Supplementary Regulations any deviations from the PRR (as "exceptions"). However, changes occurring at the last minute, before, and during the event, and published in written bulletins on the notice board or as written instructions from bona fide officials, must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A claim may not be based on the fact that certain changes to these Rules

and Supplementary Regulations were not listed as exceptions before the event.

Supplementary Regulations shall be available to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event. Changes to the Supplementary Regulations will be posted on the official notice board.

B. The Event

In order to be eligible for Rally America sanction, events (national events as well as Coefficient 1, 2 and 3 regional events) must follow a stage rally format. The stage format is a series of special stages connected by a series of low speed transit sections. Stage rallies will consist of one or more Legs. A Leg is a series of stages and transits, which starts and ends with a Main Time Control (MTC). Stage rallies may also include Parcs Exposé, Parcs Fermé and service breaks, as well as Observation Controls and Regrouping Controls.

C. Speeds

1. Time assigned to transit sections will take into consideration varying speed limits, either posted or non-posted, along the route. This time will also allow competitors to complete time control procedures at a stage finish and will further allow for “quiet” zones.
2. Any stage road on a stage rally on which traffic will be controlled for the duration of the event, and will have a zero target time assigned for scoring purposes.

D. Length

1. National events shall have at least 100 miles or 140 minutes of special stages.
2. Regional Events
 - a. Coefficient 1 event is limited to less than 30 miles.
 - b. Coefficient 2 event must have a minimum of 30 and less than 65 stage miles and a minimum of five stages in the route.
 - c. Coefficient 3 event must include a minimum of 65 and no more than 100 stage miles in the route. These will tend to be larger events resembling national events.

E. Starting Order

1. The start order for Rally America Championship Events will be established based primarily on median based Speed Factors. These will be supplemented by additional information (e.g., CARS Seed) on an as-needed basis. These Speed Factors will be used to determine start positions and which competitors will be included in the seeded draw.

2. There will be a seeded draw to establish the starting order for competitors with a Speed Factor of 95.0 ~~89.50~~ and higher as well as FIA Priority A and B listed drivers. The stewards may include additional drivers in the seeded draw at their discretion.
 - a. The time and place of the seeded draw shall be either stated in the event's entry or Supplementary Regulations.
 - b. The Event Steward at regional events may change the starting order for safety reasons.
 - c. Rabbit: At Rally America National Championship events where the stewards have determined a need for a Rabbit, the seeded draw will normally determine the 2nd though "seeded draw+1" initial start positions. The first car (Rabbit) on the road (or last for a reversed start order) for the initial start will be the highest seeded national entry, prepared to Open Class rules, but not in the seeded draw. This measure of placing the highest seeded non-draw National Open entry will not extend past any scheduled re-seed. The presence or absence of a Rabbit beyond the first MTC is not assured and subject to conditions of Force Majeure. The Stewards may make adjustments intended to ensure fair competition.

The minimum "n" number for the rally will remain the number of cars in the seeded draw +1 unless adjusted by the Stewards to a greater number due to Super Rally. If there is only one entry in the seeded draw, that entry will be 1st at the initial start. If there are no cars in the seeded draw, the "n" number will be zero.

For a Rabbit to be employed, the Stewards must declare their intentions prior to the scheduled seeded draw.

3. An overall re-seed should be made after no less than 15 stage miles have been run, ideally before 30 stage miles, or, at the latest, at the end of the first leg.
4. Stage Start Interval: The first "n" vehicles will start every stage with a minimum 1-minute additional interval to the vehicle ahead, where "n" is the number of drivers scheduled to start the event that were included in the seeded draw. The number "n" is established at the start of the rally and will remain the same for the entire rally, unless adjusted by the Event Steward. This adjustment may be made when a competitor who started the rally among the initial first 'n' vehicles and later restarts the rally (see Article 7.16) is reinserted into the start order.
5. Seeded Draw
 - a. The competitors will draw in order of speed factor with the highest speed factor going first and continuing in descending order. In the event of duplicate speed factors a coin toss will

determine which competitor draws first. The numbers drawn will indicate the order of choice for road position. The competitor choosing number 1 will have first choice of road position among those in the draw. The competitor who chose number 2 will then have their choice of remaining road positions and so on until the draw is complete. Any competitors or their designates included but not present at the time of the seeded draw will have a steward draw for them and be assigned the highest road position available when that number is due to choose. The stewards may not adjust the initial starting position of those in the seeded draw. This initial start order carries no precedent for any reseed through the remainder of the event.

b. When a Rabbit is employed

Competitors in the seeded draw will start in reverse order of Rally America National Championship points (order of championship points for a reversed start order). Competitors who are tied for National Championship points will draw for road positions amongst those tied per 1.7.E.5.a above.

F. Route Book

1. All national and Coefficient 2 and 3 regional events must use the standard Route Book format as described in the current SOM.
2. Top information area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, page number, etc.).
3. Page Columns (reading from the left margin):

Column 1	Numerical line reference number, beginning at the number "1" and numbered consecutively throughout the route book or beginning at the number "1" at the top of every page.
Column 2	Overall cumulative official mileage from the start of the rally or the last point at which mileage was zeroed (MTC, RGC, or ATC). Do not re-zero at an FTC.
Column 3	Interval mileage from the preceding instruction
Column 4	A map diagram (tulip or alpine) showing the correct route at all instructed intersections.
Column 5	Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).

Column 6 Decreasing remaining mileage from each instruction to the Finish Time Control on stages or to the end of the road section on transits.

4. Bottom Information Area: Gives the mileage to the next instruction of the following page.
5. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. Since the object of a national or regional event is to offer a driving challenge, course following is to be as easy as possible.
6. Course arrows will normally be used to indicate the correct route or to identify a hazard (downward facing). They will be placed at (within 20 feet) the action point on the right side of the road. Since course arrows and banners are supplemental to the route book they shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, banners prevail followed by the route book then the arrows.
7. Changes or additions to the route book shall be implemented via written instructions. Organizers shall ensure that all competitors receive these changes.

G. Stage Notes

1. National events and regional events that are run concurrent with a national event shall have Rally America authorized, independently produced Stage Notes available to all otherwise qualified entrants for an additional fee. Stage Notes are defined as professionally produced descriptions of the stage roads, including hazards.
2. In order to ensure high quality and consistency, all Stage Notes for a complete competition season shall be produced by a single vendor retained by Rally America, and shall follow a minimum set of standards that govern their production, as described in the SOM and summarized below.
 - a. The only Stage Notes that may be used are those authored by a note maker approved by the Rally America.

The Stage Notes page must contain the following items in the prescribed formats:

Cover - Name and year of event.

Glossary - A description of all the abbreviations and symbols that are used in the notes. Must include such items as, but not limited to, the following:

Severity of corners (in 8 to 10 increments)

Qualifiers (e.g., opens, tightens, long, tight)

Connectors (e.g., into, and, over, continues)

Straights (distances in yards)

Junctions (e.g., turn, "T", "Y")

Features (e.g., jump, crest, bridge, rough)

Warnings (e.g., care, caution, danger)

Phrasing and emphasis (e.g., use of underlining)

The glossary must be published in the preface of the Stage Notes Book.

Top - The following items will appear on each page of each stage:

Event name and year; stage # and name; stage in length of miles, and; number of pages for this stage. On the first page of each stage, all of the above will appear, as well as: Description of where the notes start from.

Body - Preferred maximum of 6 lines of notes per page. Minimum font size is 20 point in bold. The route book instruction number and cumulative mileage shall be adjacent to the corresponding stage note.

Bottom - If the next page is a continuation of this stage then the bottom of this page must repeat the first note phrase of the next page in such a way that it is clear that it is not another instruction, but rather an advance look at what is coming on the next page (e.g., in smaller font and/or set off in some way). This repeat instruction is not included in the count for the maximum number of lines of notes per page. The bottom of each page shall note the event name and year.

Binding - The Stage Note Book shall be printed on one side only of each page. The Stage Note Book shall be spiral bound so that it lies flat when its pages are folded over.

3. Changes or additions to the Stage Notes must be implemented via written instructions from an event official. Organizers shall ensure that all competitors receive these changes.

1.8. ACRONYMS/ABBREVIATIONS

2WD

Two-Wheel Drive

ATC

Arrival Time Control

AWD

All-Wheel Drive

DOT

United States Department of Transportation

DNF

Did Not Finish

DNS

Did Not Start

FIA

International Federation of the Automobile

MPE

Maximum permitted earliness

MPL

Maximum permitted lateness

MTC

Main Time Control

PRR

Performance Rally Rules (these Rules)

OEM

Original Equipment Manufacturer

RGC

Regrouping Control

SAE

Society of Automotive Engineers

SOM

Safety and Operations Manual

1.9. DEFINITIONS

Assembled

Changing the declared year model of a vehicle by replacing 100% of the differing components. In all instances, the year claimed for car presented for competition must match exactly the shop manual for that year.

Example: Replacing or adding all differing or missing parts from a 2002 Ford Focus SVT onto a 2001 Ford Focus ZX3, including all functional and non-functional trim, the engine, transmission, and brakes.

ATC

An ATC is a time control that must be entered on an assigned minute. An ATC is often combined with a Stage Start, but may also, for example, release into or out of service. Refer to Article 7.5.D.

Bogey Time

This is the longest stage time that can be taken before Lateness Penalty points are accumulated towards MPL. In the event route book, the Bogey Time is listed on the top of the Stage page, on the right side.

CARS

Canadian Association of Rallysport. CARS is the governing body of Rallysport in Canada, as delegated by ASN Canada FIA. See www.carsrally.ca.

Co-Driver

Instructs the driver on the upcoming route by communicating to the driver which direction the road takes via a route book and/or stage notes supplied by event organizers (a.k.a. navigator).

Diesel (fuel)

Hydrocarbon oil used as fuel (in compression ignition engines), intermediate in boiling range and viscosity between kerosene and lubricating oil.

Door Bars

Structural member(s) connecting to the Main Hoop and Front Hoop in a straight or 'X' pattern to prevent intrusion from side impact. This structure is vertically above the sill bar.

Duct

A tube, pipe, or hose used primarily to convey air between components.

Emergency Time

The time allowed to transit a stage when emergency conditions occur or a timing control does not exist and the stage is no longer competitive.

Event

A Rally America-sanctioned performance rally.

Event Official

Also referred to as 'Rally Official'. Anyone serving an official role on behalf of a rally during the running of that event. Examples include stewards, event operational chiefs listed in the sanction agreement, scrutineers, stage captains, control crews, marshals, course opening and closing vehicle occupants, sweep crew, radio net operators, etc. Media, sponsors and spectators serving solely in those roles are not considered

event officials.

FIA

Federation Internationale de l'Automobile. The International Federation of National Automobile Clubs. The recognized authority for international motorsports. See www.fia.com.

Front Hoop

Similar to the Main Hoop, but its shape follows the windscreen pillars and top screen edge.

FTC

A FTC (Finish Time Control) is used at the finish of stages. One must stop to get his stage time, after passing the flying finish sign (or mark, etc.). Refer to Article 7.5.E.

Group 2

Two-wheel drive cars with normally aspirated, small displacement engines with Open Class style modifications allowed. Refer to Article 10.2.A.9.

Group 5

Two-wheel drive cars with normally aspirated, charged or forced induction engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 5100cc. Refer to Article 10.2.A.8.

Impound

An area where rally vehicles are held at the end of the rally.

Leg

A sequence of Special Stages, preceded by a MTC Out and ended with a MTC In. Refer to Article 7.5.C.1.

Main Hoop

A structure consisting of a nearly vertical frame or hoop, located across the vehicle just behind the front seats.

Manual Sequential Shift

A mechanical means of changing gears in a linear motion without an 'H' pattern gate. No aid from any device is allowed. This type of shifting is common on motorcycles.

Model

A basic manufacturer's designation, e.g., Subaru Impreza WRX or Ford Focus SVT. A model is a specific vehicle, not a general category.

MPE

MPE (Maximum Permitted Earliness) is the total earliness you may accumulate on transits, before being excluded from the event. Refer to Article 7.6.

MPL

MPL (Maximum Permitted Lateness) is the total lateness you may accumulate on stage and transit travel before being excluded from the event. Refer to Article 7.6.

MTC

An MTC (Main Time Control) is used at the start and finish of rally sections. Refer to Article 7.5.C.

O.E.

Original Equipment. A component is considered original equipment if it is a direct replacement, meets the same specifications, requires no modifications to be installed, and is indicated as such by its manufacturer. An example would be an aftermarket air filter that fits in the stock location without modification and is listed by its manufacturer as a direct replacement part.

Parc Exposé

A location where competitors are required to display their cars for public viewing. Competitors and service crews are allowed to work on their vehicles. Refer to Article 7.5.H.

Parc Fermé

A secured location where competitors may be required to leave their rally vehicles. Access is granted to rally officials only; however, competitors will be allowed to enter ten minutes before their start time. During this time competitors are not allowed to check, tune, or repair vehicles. This includes changing tires and refueling. Refer to Article 7.5.I.

Participant

A driver, co-driver or service crew member who has signed the liability release waiver (refer to Article 4.6).

Quiet Zones

Portions of the route with the following requirements: maximum speed 5 mph below the legal speed limit, low beams only, minimum noise.

Rabbit

A car added to the Seeded Draw to equalize competition between the other Seeded Draw cars by its placement in the starting order.

Rear Down Bars

Structural members connecting from the top corners of the Main Hoop in a downward angle to reinforcement plates in the rear of the vehicle.

Red Cross

The back cover of the event route book must show a large Red Cross, to be used in an emergency (such as an injury accident) to stop the next rally car(s) upon the scene. Refer to Article 7.12.

Reinforcement Plate

A metal plate fixed to the body shell or chassis structure to spread loads into the structure of the vehicle.

Route Book

Instructions and a map of the rally route, including all stages, transits and service. Competitors follow the course by following the instructions in the route book.

RGC

An RGC is an area used to eliminate gaps in the starting order from, for example, teams dropping out of the rally. Usually it will include a small holding area. Crews must enter on their assigned minute and may be released on any minute. Refer to Article 7.5.F.

Scrutineering

Technical inspection of competition vehicle, typically held immediately preceding the start of the rally. Refer to Article 6.3.

Sill Bar

Structural member connecting the Main Hoop and Front Hoop at floor level. This structure is intended to prevent side intrusion from short objects, such as tree stumps.

SOM

The SOM (Safety and Operations Manual) was formerly known as the *Rules For Organizers* (or RFO's). This document includes rules for organizers, as well as safety requirements, required forms, and sample Supplementary Regulations.

Special Stage

Competition section where the road is closed and competitors run flat-out at one (or more) minute intervals.

Super Special Stage

Spectator-oriented stage held on a closed course.

Super Production

Street-licensed vehicles offered for sale in the United States with allowances for additional performance modifications. Refer to Article 10.2.B.

Support Vehicle

Any vehicle used by any member of a competing team during any scheduled portion of the event (including official reconnaissance and service), other than the competition vehicle, is a support vehicle. Vehicles used simply to travel to the event, but not used during the event, are not support vehicles.

Time Control

Marshals are stationed at starts and finishes of special stages and on transit sections. Each team's time is recorded on official time cards by the marshals.

Transit Section

Non-competition sections that allow competitors to move from one special stage to another. All posted and non-posted rules of the road must be adhered to. Competitors are allowed a certain amount of time to complete transits.

Unassisted

Without help from any source.

Update

Use of a part or parts from a vehicle of the same manufacturer brand and model, but different production year of the recipient vehicle. Example: Installing the 1.8 liter turbo engine from a 2002 New Beetle into a 1998 New Beetle.

ARTICLE 2: LICENSES, SEEDING, AND CAR NUMBERS

2.1. LICENSES

A. Eligibility Requirements

1. All drivers and co-drivers must be a minimum of 16 years old before the start of competition.
2. All drivers must hold a valid state automobile driver's license (a learner's permit does not constitute a valid license). Co-drivers not holding a valid state automobile operator's license will not be allowed to drive the competition car at any time during the event.
3. Each competitor entered in a Rally America event must hold a valid Rally America Regional or National Rally license.
4. License Application Forms

Application forms for National and Regional Licenses are available from Rally America.

5. License History

All National or Regional License holders' record of conduct will be maintained by Rally America. At any event, the Event Steward may elect to make notation in a driver's log if he observes rule infractions, speeding, or unsafe and unsportsmanlike conduct. This will allow an event's stewards to be aware of a driver's recent history and require the driver to be responsible for his/her actions. A consistently questionable record could ultimately jeopardize a competitor's license.

B. Medical Requirements

1. An Annual Health Screening History must be submitted with the license application for a National or Regional License to be issued or renewed. All candidates who answer any question in the affirmative must submit a Physical Examination Form unless granted a waiver by the Medical Advisor.
2. A physical examination will be required for: competitors with a history of a medical condition or disease; or a condition that necessitates prescription medications; or periodic doctor's care (such as: treatment of Diabetes, Hypertension, Heart Disease, Seizure Disorder, Limitations of use, Paralysis, Amputation of any extremity, Lung or Pulmonary Disease).
3. As part of the Physical Examination, an EKG is required of anyone with a history of heart or cardiac disease.
4. Medical care does not mean routine visits for birth control pills, allergies, or antibiotics.
5. Any known medical condition (including pregnancy), which could

affect medical fitness to compete, shall be reported immediately to the Medical Advisor. The competitor cannot compete until recertified by the Medical Advisor.

6. While it is the intent of Rally America to make the sport of rallying accessible to everyone, each competitor must meet minimum mobility requirements. In order to demonstrate this, each competitor needs to be able to extract himself/herself from the vehicle quickly. Starting from a seated, belted position, the competitor is allowed 15 seconds to completely exit the vehicle. At any event, any Steward may test any driver or co-driver to confirm that he/she can do this.

C. Novice and Provisional Driver License Requirements

1. All initial Rally Driver License applicants will be issued a Novice Drivers License.
 - a. The Novice Driver's progress will be tracked by Rally America.
 - b. Any driver with significant previous automobile racing experience may, at this point, apply for an unrestricted rally license by attaching a complete race experience resume to the license application. The application will require the approval of Rally America.
2. A Novice Drivers License will restrict a driver to compete only in a Group 2, B-Spec, or Open Light Class car.
3. Each Novice Driver competing in an event must attend the Novice Drivers Class held prior to that event.
4. An approved performance rally school will be credit for up to 4 coefficients, with approval of the chief instructor, but only one school may be applied to any license level requirement.
5. Once the Novice Driver has completed 9 coefficients, his/her license status is changed to Provisional. The stewards of any event in which they have competed may recommend delaying this upgrade.
 - a. Any driver with significant previous automobile racing experience may, at this point, apply for an unrestricted rally license by sending a complete race experience resume to Rally America. The application will require the approval of Rally America.
6. A Provisional Drivers License will restrict a driver to compete only in a Group 2, B-Spec, or Open Light rally vehicle.
7. Once the Provisional Driver has completed an additional 9 coefficients, he/she becomes an unrestricted driver.

D. REGIONAL LICENSES

The Regional Rally License may be used for driving or co-driving duties.

1. The fees for a Regional License are as follows.

- i. Except as described below, the fee for a Regional License is \$150.
 - ii. The fee for upgrading a valid USAC Rally License to a Rally America Regional License is \$25.
 - iii. The fee for a Regional License for a Canadian resident who holds a valid CARS license is \$75 per event.
 - iv. The fee for a Single-Event Regional License is \$75. The single-event License may be upgraded to an annual license at the competitor's second event for the season for \$100. There is no credit for fees paid when upgrading a Single Event Regional License to another Rally License.
 - v. The additional license fee for Dual Entry (single event) is \$75.
2. A Regional Rally License will allow a competitor to compete only in regional events, except as noted below.
 3. Additional information for Regional Rally License holders
 - a. License holder may enter any regional rally including those concurrent with national rallies.
 - b. License holder who has entered the regional rallies run concurrent with a national rally may also enter that national rally (aka dual entry) and earn points. This is limited to three national rallies in a season.
 - c. Except for single event license, the License is valid for the calendar year.
 - d. License holder receives a printed rulebook and license.
 - e. License holder may participate in Regional contingency programs.

E. National Driver and Co-Driver License

1. The fees for a National Rally License are as follows.
 - a. The fee for a National License is \$300.00.
 - b. The fee for upgrading a valid USAC rally license to a Rally America National License is \$175.
 - c. The fee for a Single-Event National License is \$150. The single-event License may be upgraded to an annual license at the competitor's second event for the season for \$200. Otherwise, there is no single-event National Rally License.

There is no credit for mid-season upgrades from any Regional License to a National License.

2. Dual Entry:
 - a. At national rallies with concurrent regional rallies, national license holders may enter either the national rally or any of the concurrent regional rallies, but not both.
 - b. Regional License holders may enter concurrent national events, as per Article 2.1.D.3.b.
 - c. In any case, a National Co-Driver may sit with a Regional Driver. The driver earns regional points and the Co-Driver is ineligible for regional points (no Co-Driver points are awarded for their finishing position). This entry may dual enter, in which case the Driver pays the additional fee and earns both national and regional points while the Co-Driver earns only national points (again, no Co-Driver points are awarded for their regional finishing position).
3. Additional information for National license holders:
 - a. License holder may enter any national rally.
 - b. License holder may enter standalone regional rallies, but may not earn regional points.
 - c. License is valid for the calendar year.
 - d. License holder receives a printed rulebook and license.
 - e. License holder may contact Rally America for media and sponsorship information.
 - f. License holder may participate in national contingency programs.

2.2. SEEDING REQUIREMENTS

A. Speed Factor List

1. Definitions:

Speed Factor: This is a number calculated for each competitor after each national rally and reported regional rally, which indicates the relative speed of the competitor compared to the fastest competitor.

Speed Factor List: This is a ranking of competitors' speeds, from the fastest to the slowest and is based on the best and latest Speed Factor. The Speed Factor List is used to set the Start Order of competitors at events. This ranking will be updated on the first of each month.

2. Speed Factor:

The parameters for the median based Speed Factors are as follows:

- a. Each competitor's individual stage Speed Factor is based on its standard deviation from the median competitor's stage time. These numbers are then normalized so that the speed factors generally range from 0 to 100 rather than -2 to +2.

- b. Any individual stage time slower than -1.5 standard deviations from the median will not be considered.
- c. The fastest 75% (rounded down) of each competitor's stages per event will be used to calculate their event speed factor.
- d. Any stage which any competitor completes in less than 2 minutes is excluded from the event speed factor calculation.
- e. Any stage where 25% or more of the competitors are awarded the same finish time due to application of Article 7.7.D is excluded from the event speed factor calculation.
- f. A competitor must complete four of the remaining stages to get an event speed factor. In other words they do not have to finish the event.
- g. Exhibition events (Pikes Peak, X Games, etc.) are excluded from speed factor calculation.
- h. A competitor's Speed Factor is the average of their best 3 event speed factors from the previous 24 months. The Speed Factor will be recalculated on the 1st of each month.
- i. These will not be applied to stand-alone Rally America regional events at this time.
- j. A competitor may petition to Rally America to exclude an event from their Speed Factor in which they competed in a slower than normal class. These exclusions will be made at the sole discretion of Rally America.

2.3. ASSIGNED CAR NUMBERS

- A. Rally America maintains a list of currently assigned car numbers.
- B. Numbers 1-10 are reserved for use by the previous season's top 10 overall drivers.
- C. Numbers will be considered unassigned if they have not been used in a Rally America event in the current or previous season.
- D. Number requests will only be filled upon paid entry in a Rally America event, through the Rally America office.
- E. Rally America may assign a temporary number to a guest driver.

ARTICLE 3: COMPETITOR AND CAR IDENTIFICATION REQUIREMENTS

3.1. CAR IDENTIFICATION

A. Basic Identification

1. No identification used by other competing non-Rally America sanctioning body is permitted.
2. An area at least 30" wide, starting with the leading edge of the front door, extending from the top of the door to the bottom of the vehicle, must be reserved on both sides of each competing vehicle for the proper display of required numbers, stickers, and event/series sponsor advertising.
3. No other advertising, lettering or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if they are behind the approved number backer).
4. The top 4" of the windshield is reserved for use by Rally America. Entrants have the option of installing a contrasting single color background in the top 4" area. No other advertising, lettering, or artwork shall appear in the reserved area.
5. The vehicle's class will be indicated on the car through a decal that displays a Class ID.

Class	Class ID
Open Light	L
Super Production	SP
Group 2	G2
Group 5	G5
B-Spec	B

Open class has the Class ID "O", but vehicles competing in that class do not display a Class ID decal.

Historic class has the Class ID "H". Historic class is not a standalone class and is combined with one of the above classes.

B. Visual Identification Package

Vehicles entered in national rallies and their supporting regional rallies must display the Visual Identification Package. The Visual Identification Package is illustrated in Figure 3-1.

1. The number backers with the championship logo, numbers, sponsor decals and class identification must be displayed as illustrated in Figure 3-1.
2. The names of both the driver and co-driver must appear on the rear quarter window on each side of the vehicle, with the occupant's name of that particular side appearing above the other occupant.

Adding first initial to the names is optional, and required only when driver/co-driver last names are the same.

- a. Font for lettering shall be upper and lower case Helvetica, 2" in height.
- b. Flag decals representing the home region of the driver and co-driver shall be placed next to the "B" pillar side of the driver's or co-driver's name. Each flag shall be 2" in height. It is encouraged that each competitor's home state (or province) flag be used or their home country flag may be used.
- c. Vehicles with no quarter windows or limited space have two alternatives: Reduction in size of names and flags to 1.5" and/or placement of names and flags on leading edge of quarter panels (upper leading edge of pickup bed on Rally Trucks).
3. Rally vehicles failing to meet the above requirements will not be allowed to start.

C. Regional Identification

As indicated in Article 3.1.B, vehicles entered in a regional rally that supports a national rally must display the Visual Identification Package in order to be allowed to compete.

Vehicles entered in a standalone rally are not required to display the Visual Identification Package, but are required to meet the minimum requirements described below.

1. If the number backers, car numbers, sponsor decals and/or class identification decals from the Visual Identification Package are used, they must be displayed on the vehicle as illustrated in Figure 3-1.
2. If the number backers, car numbers and class identification decals from the Visual Identification Package are not used, the numbers must have a background which extends at least 2" beyond the numbers and lettering that is a uniform and contrasting color. Car numbers must be a minimum of 8" high with a 1-1/4" stroke. Both the car numbers and class identification must be of uniform color and in contrast to the background.
3. Location of driver and co-driver names is free on regional rally vehicles that do not use the Visual Identification Package. However, the entire last name of each team member must be included in contrasting letters at least one inch high.

3.2. COMMERCIAL ADVERTISING

- A. All vehicles competing in a national event may be required to carry event sponsor advertising supplied by the organizers. This also applies to entrants in supporting regional events.

- B. An area at least 24" wide and 10" in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer. The reserved area must be in the forward half of the hood, centered from side to side on the hood. This advertising must not be modified and is to be used as supplied. No other advertising, lettering, or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if behind required decal advertising). If the organizers do not use the reserved areas, they shall be available for competitor use.

3.3. DRIVING SUIT IDENTIFICATION

- A. It is recommended that all driving suits carry the championship patch (or embroidery), title sponsor patch (or embroidery), and/or other patches (or embroidery) associated with championship programs, as per Figure 3-2.
- B. At all Press Stages, drivers and co-drivers must wear their driving suits.

3.4. GENERAL APPEARANCE

- A. It is recommended that all teams follow the guidelines below in order to enhance the appearance of the sport to the media and the general public.
 - 1. Crew uniforms, if worn, and/or T-shirts should carry championship identification and match for the duration of the event. No identification used by other competing non-Rally America rally organizers is permitted.
 - 2. Clean team uniforms (which may simply be matching shirts and pants) or appropriate street clothing should be worn at awards ceremonies and dinners.
 - 3. Enclosed trailers and vans should have appropriate championship logo, car number, and driver name clearly shown and visible from 100 feet. Rally America will make all logos available to licensed competitors on request.

Open trailers should be neat and clean, and carry championship logos if space permits.

All vehicles (entrant, support) at any national Parc Exposé must be clean and neat in appearance.

- B. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Articles 3.1 and 3.2.

3.5. DESIGNATED OFFICIAL PRODUCTS

When a product has been designated by Rally America as an official product of the Rally America National Championship, no competing product may be sold, promoted, supplied, delivered, distributed, advertised, stored or displayed at Rally America National Championship rallies.

FIGURE 3-1 - 2015 VISUAL IDENTIFICATION PACKAGE

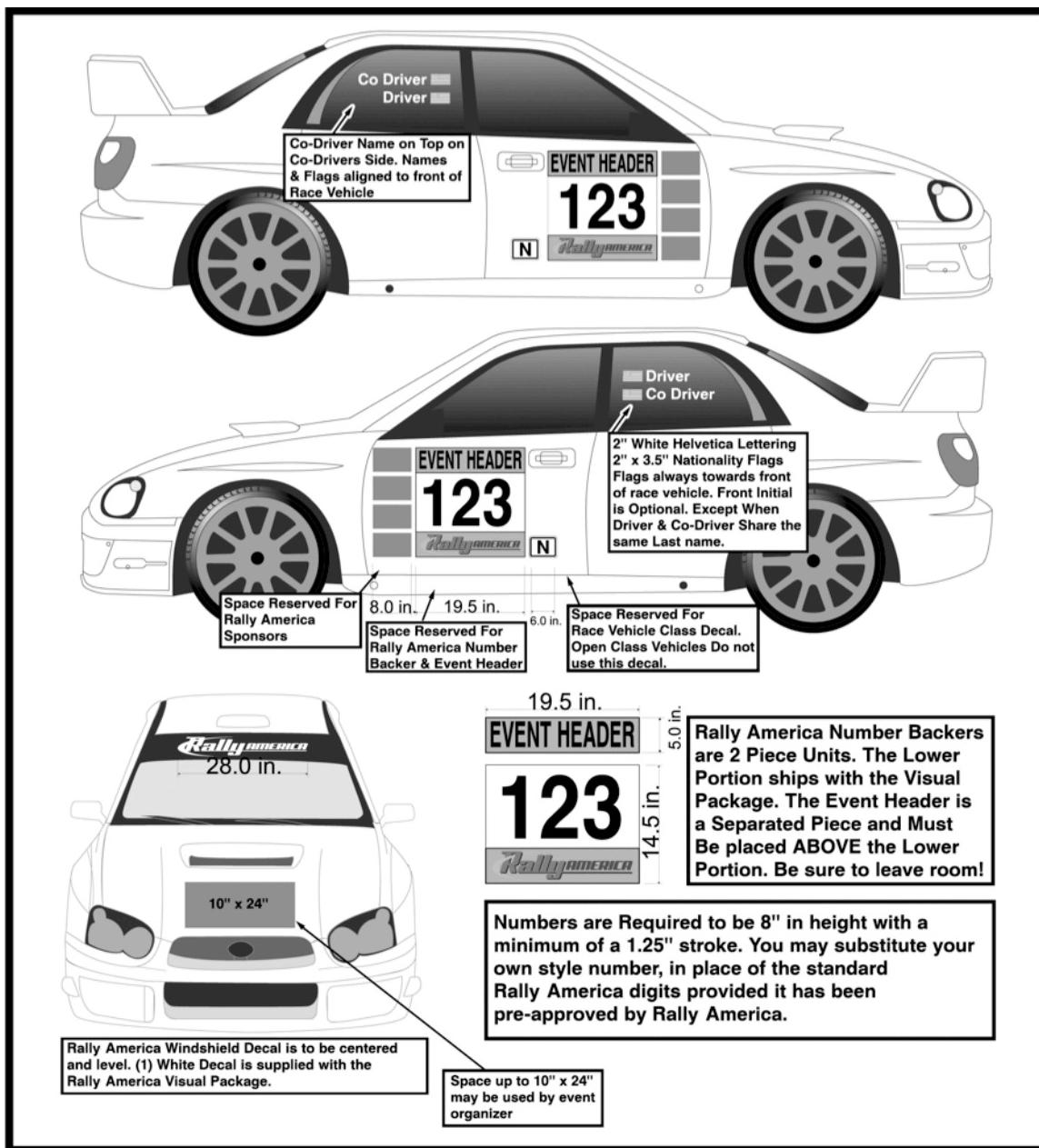


FIGURE 3-2 - DRIVING SUIT IDENTIFICATION



The competitor's name and the Rally America logo should be displayed on the front of the driving suit, on either side of the chest. Alternately, the competitor's name may be displayed across the waist area of the suit.

ARTICLE 4: ENTRY REQUIREMENTS

4.1. OFFICIAL ENTRY FORM

Application for entry in all events shall be made by means of an official entry form or via the Rally America website. The form shall contain or be accompanied by full instructions for submission, which shall mention the date of closing of the seeded draw and of entries. Submission of incorrect information on the event entry form may result in forfeiture of competitors' or entrants' rights within these Rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

4.2. NUMBER OF OCCUPANTS

Each vehicle participating in an event shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members, if not approved and posted in advance by the Event Steward.

- A. The driver and co-driver may not switch duties during the event as to unfairly score championship points. If driver and co-driver switch and a competitive advantage is exhibited, then the driver giving the car the "competitive advantage" (i.e., the faster driver) will score driver points; the other driver will score co-driver points; the manufacturer will score points as normal.
- B. If driver and co-driver switch and no competitive advantage is exhibited, then the driver, co-driver and car will score championship points as listed on the official entry form.
- C. The Event Steward will determine competitive advantage and will post a notice of his determination as soon as possible after driver/co-driver switching takes place.

4.3. DRIVER'S AND COMPETITOR'S LICENSES

All competitors in all events must hold a valid license. Refer to Article 2.1.

4.4. PROOF OF INSURANCE

Proof of insurance for the competition vehicle must be presented before the start of the event. Proof of insurance consists of a policy declaration form that lists one or more named insured individuals, one or more vehicles covered by the policy and the limits of coverage. The declaration must list either the entered driver or entered vehicle or both. If the entered driver is not listed as the named insured, permission of use from the named insured is required. If the vehicle is not listed as an insured vehicle, proof of ownership is required and, if the driver is not the owner, permission of use from the owner is required. If both the driver and the vehicle are listed, no additional documentation is required for proof of insurance.

Proof of ownership can be either the title/ownership certificate or current vehicle registration listing the registered owner. Permission of use can be an

authorization statement made directly to the registrar or an authorization letter.

Proof of insurance for support vehicles (such as service trucks) must also be presented before the start of the event. Proof of insurance consists of a policy declaration form as above. Either one of the named insured on the policy must be the entered driver, co-driver or a registered member of the crew or permission of use for the support vehicle (as described above) is required. In lieu of an insurance policy declaration, a rental agreement for the vehicle is acceptable.

4.5. VEHICLE ELIGIBILITY

Refer to Article 10.

4.6. LIABILITY RELEASES

Waivers must be signed prior to the start of the activity, in such form as may be prescribed by Rally America, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start.

Service crew members not signing the waiver will cause the crew they represent to be penalized per Article 8. The use of identifying arm/wristband or other credentials is required for all individuals signing the waiver.

4.7. VISUAL IDENTIFICATION

Refer to Article 3.

4.8. REFUSAL OF ENTRY

Rally America reserves the right to bar anyone from participating in any Rally America event. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

4.9. ENTRY FEES

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement and Supplementary Regulations.

4.10. TAMPERING WITH CHAMPIONSHIP EQUIPMENT

Adjusting, altering, or tampering with any equipment placed by the event organizers, Rally America, or Rally America's authorized agents is prohibited. The penalties associated with doing this are listed in Article 8.2.

- A. Rally America authorized television cameras are event equipment and turning them off without authorization is prohibited.

4.11. IN-CAR/ON-CAR VIDEO AND AUDIO EQUIPMENT

All National Championship entries must allow, and have provisions for the on- or in-car mounting of Rally America authorized recording equipment to be installed at national events. The penalties for failing to allow such cameras are the same as tampering with event equipment as per Article 4.10 above.

ARTICLE 5: REQUIRED SAFETY EQUIPMENT

5.1. HELMETS

- A. All drivers and co-drivers competing in Rally America performance rally events must wear helmets that meet one of the following standards:
 - 1. Snell SA2005, SA2010 or SA2015
Note: SA2005 helmets will no longer be permitted after 1/1/2017
 - 2. Snell SAH2010
 - 3. SFI Spec 31.1/2005 or newer SFI Foundation, Inc.: SFI Foundation, Inc.: SFI Spec 31.1 Rev. A or 31.2 Rev. A
 - 4. FIA 8860-2004
 - 5. FIA 8860-2010
- B. Helmets that do not pass scrutineering will be confiscated and returned after the event. Helmets can be failed by scrutineering for not meeting any of the standards in Article 5.1.A above or for not being in good condition as apparent by cracks, frays, punctures, or other defects.
- C. Head and neck restraint systems are required for all Rally America events. These systems shall be mounted per the manufacturer's recommendations. The head and neck restraint system must meet at least one of the following:
 - 1. Certified to FIA 8858-2002.
 - 2. Certified to FIA 8858-2010.
 - 3. SFI 38.1 licensed. SFI 38.1 licensing requires a SFI 38.1 conformance label that is less than five years old.
- D. Competitors assume the risk of any modifications to their helmets and are encouraged to always follow the recommendations of the manufacturer. Refer to Article 5.1.B. above.

5.2. DRIVING SUITS

- A. All drivers and co-drivers competing in Rally America performance rally events must wear driving suits that conform to FIA 8856-2000, FIA 1986 or SFI 3-2A/5. SFI 3-2A/1 driving suits are also permitted if worn with approved fire resistant underwear. CIK-FIA Level 1 Certification is for karting suits and is not valid for rally. Nylon outer garments are unacceptable.
- B. Driving suits shall effectively cover the body from the neck to the ankles and wrists, be in good condition, free from defects, holes, frays, tears, and open seams.
- C. To be allowed to start an event, the driving suits to be worn during competition shall be presented at scrutineering.

- D. All patches and embroidery on a driving suit must be applied in a manner that is acceptable to the manufacturer of that driving suit.
- E. All competitors must wear shoes and socks while on stage. The shoes must cover the entire foot. The driving suit and sock must fully cover the competitor's skin from leg to foot.

5.3. OCCUPANT RESTRAINT SYSTEMS

- A. All vehicles shall be equipped with a five-, six- or seven-point occupant restraint (harness) system meeting the specifications below for both the driver and co-driver. All harness systems shall be capable of releasing with only one latch. These harnesses shall be worn at all times while driving or co-driving.
- B. Harnesses shall meet the requirements of FIA Standard 8853/98 and/or be SFI 16.1 or SFI 16.5 licensed and shall be labeled accordingly.

HARNESS LABELS



Example of FIA
Expiration Date Label

FIA B-112.T/98
FIA D-110.T/98
FIA D-109.T/98

Example of FIA
Homologation Label



Example of SFI Certification
and Date of Manufacture
Label

Note: The FIA label includes the homologation number of all harness systems that a given belt may be used in. The homologation number can be verified against the FIA Approved Harnesses list to determine what standard the harness meets and whether the homologation is current.

- C. SFI licensed harness systems must have a date of manufacture label that is no older than two years. FIA homologated harness systems must have an expiration date no earlier than the current year (i.e., the restraint system must not be expired). When the FIA expiration date is later than the SFI expiration date, the FIA expiration date takes precedence. The harness system must remain intact as it came from the manufacturer and no modifications are allowed. Not all manufacturers date every belt in the set; they may only date one of a pair of shoulder or lap belts, or may only date one belt in an entire set. The restraint system needs only one date label for the set.

D. Belt Width

Belt width shall be per FIA homologation or SFI 16.1 license.

E. Five-Point System

A five-point harness system consists of a lap belt, shoulder harness, and a single anti-submarine belt.

F. Six-Point System

A six-point harness system consists of a lap belt, a shoulder harness and two leg or anti-submarine belts.

G. Seven-Point System

A seven-point harness system consists of a lap belt and shoulder harness as described in Article 5.3.E above, plus three anti-submarine belts. The two-leg system, common to the six-point, is combined with the single anti-submarine belt from the five-point system.

H. Shoulder Harness

1. The shoulder harness shall be a two strap over the shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only completely separate straps are permitted. "Y-type" shoulder straps are not allowed; "H-type" configuration is allowed. The separate straps shall be individually attached to the structural points of support. The shoulder harness angle to the point of support shall be between horizontal and 10° below horizontal and perpendicular to the rear of the seat. The belts shall also be kept as short as practical. At the mounting point, the distance from the center of one belt to the center of the other shall be 7" or less, closer is better.

2. Sternum latches are not allowed.

I. Lap Belts

The lap belt angle shall be aligned with the slot in the seat as to effectively prevent distortion of the belt along its entire length. In no instance shall the belt angle be greater than 0° from vertical to 45° from vertical, rearward.

J. Anti-Submarine Belt(s)

The anti-submarine belt(s) of the five-point, six-point and seven-point systems shall be mounted per the manufacturer's recommendation. Manufacturer's mounting instructions shall be retained with the vehicle logbook for review at scrutineering. The anti-submarine belt shall have a metal-to-metal connection with the single release common to the lap belts and the shoulder harness.

K. Material

The material and hardware of restraints shall be in new or serviceable

condition. The buckle shall be of the metal-to-metal quick release type.

L. Mounts

Manufacturer's mounting instructions shall be kept with the vehicle logbook for review at scrutineering.

The occupant restraint system shall be mounted in any of the following methods:

1. Following manufacturer's instructions and utilizing same manufacturer-supplied hardware.
2. Using roll cage mounting points, observing proper angles as specified by the restraint manufacturer.
3. Using the OEM mounting points, observing the proper angles as specified by the restraint manufacturer.

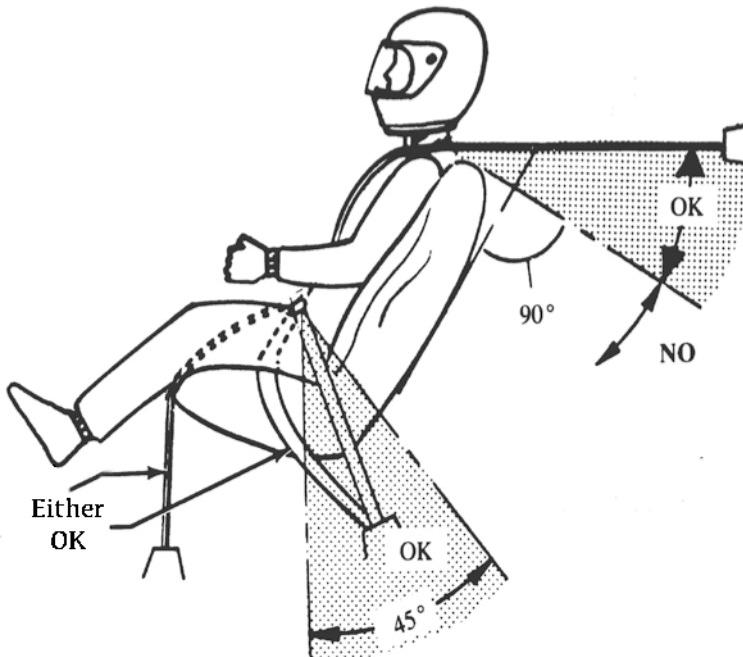
More than one method may be used in the same installation.

Anchorage points regardless of which method of mounting is used shall be capable of accepting a static load of 3500 lbs (pounds) for both lap and shoulder belts. Anti-submarine belts shall attach to anchor points capable of supporting 1650 lbs (pounds). If two straps attach to the same point, that point shall withstand the sum of both anchor point load requirements.

M. Window Nets

1. Window nets may be mounted to the door frame, roll cage or a combination of both. Care must be exercised in the choice of mounting methods to not restrict occupant entry to and exit from the vehicle. Nets must be mounted per manufacturer's instructions. Nets may have an opening not to exceed 6"x6" in the forward part of the net to facilitate passing of time sheets.
2. Window nets shall be installed any time the vehicle is operated with the windows down more than 1" or if the window(s) are unserviceable during stage competition.

PROPER RESTRAINT HARNESS INSTALLATION



5.4. SEATS

- A. Driver and co-driver seats shall be firmly mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. Seat mounts require the same strength as occupant restraints (3500 lbs.).
- B. The use of hinged-back seats in rally vehicles is prohibited.
- C. Seats designed by the manufacturer to be mounted with a back support brace shall be mounted accordingly. Seats not designed to be mounted with a back support may have one added. Back supports shall be designed and constructed in such a manner as to spread the load over as large an area of the seat back as practical.
- D. Competitors shall retain manufacturer installation recommendations with the rally vehicle's logbook for review at scrutineering.
- E. Seats must be intended by their manufacturer to be for competition use.
- F. Molded polyethylene (plastic) seats are not allowed.

5.5. ROLLOVER PROTECTION

- A. Accepted safety cages for new construction are:
 1. Safety cages homologated by the FIA or a recognized ASN.
 2. Safety cages that meet the specifications (for new homologations) of current FIA Appendix J Article 253, which requires CDS tubing. Refer to the following FIA web site for the current version of this document.

Although FIA Article 253.8.3 specifies the safety cage material as CDS, Rally America will allow DOM as an alternate material. When DOM is used, it must meet the minimum dimensions indicated in the table below.

<u>Material</u>	<u>Minimum Tensile Strength</u>	<u>Minimum Tubing Dimensions</u>	<u>Use</u>
Drawn over mandrel unalloyed carbon steel containing a maximum of 0.3% of carbon	350N/mm ²	1.75" x 0.095"	Main rollbar, front rollbar, lateral rollbars or lateral half rollbars, their connection(s), and at least one continuous door bar per side
		1.5 x 0.095"	Other parts of the safety cage

Existing rally vehicles with existing 2006 Rally America roll cages will continue to be legal for the foreseeable future. The safety cage standards that apply to these cars may be obtained from Rally America. Contact tech@rally-america.com for more information.

5.6. FIRE EXTINGUISHERS

- A. Any fire requiring the discharge or partial discharge of any portable or on-board fire system shall be reason to file an Incident Report.
- B. On-Board Systems:
 - 1. Manual or automatic release is allowed. On board systems shall be installed and serviced per instructions from the manufacturer. These instructions shall be available during a technical inspection. In addition, a hand-held extinguisher of at least 10 B:C shall be installed, mounted in accordance with Article 5.6.C.3 below.
 - 2. The fire system cylinder shall be securely mounted, in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically to check compliance to the full weight shown on the cylinder. (Weight is without valve assembly).
 - 3. All on-board fire systems shall be identified with 2 circle "E" decals, one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
- C. Portable Devices:
 - 1. As an alternative, vehicles may be equipped with a minimum of 2 hand-held fire extinguishers, of at least 10 B:C UL rating or equivalent each for a total minimum of 20 B:C. Additional containers and/or capacity are allowed. Hand-held extinguishers may contain any approved agent. For systems not rated in B:C units, the capacity

in pounds multiplied by 2 is the equivalent, i.e., a 5 pound extinguisher is equal to 10 B:C. For systems measured in liters, 2.25 is the minimum allowed.

2. Dry chemical extinguishers shall bear certification that they have been serviced annually. Each dry chemical extinguisher shall be removed at scrutineering and shaken to ensure that the chemical is not compacted in the extinguisher. All extinguishers shall be equipped with a visible indication of the state of charge. All extinguishers shall be approved for vehicular use by the DOT, U.S. Coast Guard, SFI or FIA.
3. The fire extinguisher(s) shall be securely mounted in the cockpit. All mounting brackets shall be metal with a quick-type release. Brackets shall be those designated by the manufacturer for 'vehicular' use.

5.7. FUEL CONTAINERS

- A. No fuel other than that carried in the OE fuel tank, a SFI 28.3 fuel cell bladder, or FIA FT-3 or higher fuel cell bladder shall be carried in any vehicle.

For any fuel cell located inside the car (e.g., the passenger compartment or trunk), a fireproof and liquid-proof case must surround the fuel cell and its filler. A fireproof and liquid-proof bulkhead may be used to separate the cockpit from the fuel cell in place of the fireproof and liquid-proof case. The filler cap and filler pipe or hose is considered part of the fuel cell and must also be separated from the cockpit by the case or bulkhead. Original equipment fuel tank must only be used in their OE positions, and must be separated from the cockpit by the floorpan or a metal bulkhead.

All fuel tanks must be securely mounted to the primary structure of the vehicle. Any fuel tank or cell exposed on the bottom of the vehicle shall be equipped with a stone shield designed to prevent puncture or damage from flying stones and road debris.

- B. Capacity
 1. There shall be no restriction on fuel capacity or dimensions of the fuel tank or cell.
 2. The fuel capacity of the vehicle shall be sufficient that the vehicle be able to traverse a total of 90 miles with a maximum of 45 stage miles within that number without fuel replenishment. If other fluids limit the range of the vehicle, the capacity of those fluids shall also be sufficient to traverse that same distance.
- C. Fuel pumps and filters shall also be isolated from the driver/co-driver by a metal bulkhead or the fuel cell case. Any nonstandard fuel line located in the passenger compartment shall be made of metal or metal braided

construction, with self-sealing threads at all connections, or comply with FIA Appendix J Article 253.3.

- D. All fuel pumps must only operate when the engine is running, except during the starting process.

5.8. LABELING OF SAFETY EQUIPMENT

Where certification or licensing of safety equipment is required, the equipment must display an original, unmolested label of certification or licensing. Equipment which has no certification or licensing label due to repainting or any other reason will not be accepted.

ARTICLE 6: SCRUTINEERING

6.1. VEHICLE LOG BOOK

- A. All competitors shall use a standard Rally America-vehicle logbook at all performance rally events, except as noted in Article 6.1.B below. Vehicles without logbooks will not be allowed to start. Only one logbook will be issued for each vehicle (other than by way of extension or replacement) and the possession of two logbooks for one vehicle at one time shall be deemed a violation of these Rules.

Scrutineers approved by the Rally America Competition Director shall issue logbooks and use the vehicle's VIN (either manufacturer- or government-issued) as the sole means for identifying a vehicle in the logbook.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle shall be recorded as provided.

At each event, this logbook must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. The Scrutineer, during technical inspection, will note any deviations found regarding safety. If a waiver for the event is permitted the duration of the waiver shall be noted and complied with by the competitor. If a car is protested during an event, the results of this protest shall be noted.

- B. Logbooks shall be presented to any rally official upon demand. Competitors will retain possession of the logbook upon completion of scrutineering. Rally officials may enter safety-related damage in the logbook. Logbooks from other sanctioning bodies and ASNs are accepted at all Rally America performance rally events. A logbook is a record of the vehicle's competition history only, and not proof of legality or rules compliance.

6.2. ANNUAL INSPECTION

Annual inspections are no longer required.

6.3. SCRUTINEERING

- A. Each vehicle entered in a Rally America event shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection shall be conducted under the direction of an appropriately licensed Rally America Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the Rally America rules.
- B. Items to be checked, in addition to those prescribed here will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed here and/or the event's Supplementary Regulations shall be given reasonable opportunity to

remedy the deficiency and to resubmit the car for inspection as the scrutineer may direct.

- C. Any irreconcilable discrepancies in vehicle safety preparation noted during scrutineering shall be reported by the Chief Scrutineer to the Event Steward. Vehicles that do not meet the safety requirements will not be allowed to start. Rally officials may subject vehicles to further inspection at any time during the event. Vehicles found to be unsafe by the Chief Scrutineer will be barred from further competition.

6.4. REQUIRED EQUIPMENT AND MINIMUM SCRUTINEERING REQUIREMENTS

- A. The following vehicle equipment shall be operable and in safe condition:
 1. Headlights (high and low beams), parking lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield.
 2. Taillights, stoplights, turn signals, reversing lights and license plate lamp.
 3. Horn, windshield wipers, and windshield washers.
 4. Rear view mirrors as required by the State in which the vehicle is registered.
 5. Foot brakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).
 6. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited. Further, all tires must have a minimum tread depth of 2/32", measured across the complete tread surface.
Any use of advanced tire sealing or inflating technologies (a.k.a. Mousse) is banned from all Rally America events. Tire warmers are not allowed.
The interior of the tire (the space between the rim and the internal part of the tire) must be filled only with air. Use of conventional inner tubes is allowed.
 7. Mud flaps on all drive and rear wheels.
 8. A safety cage meeting current Rally America or FIA specifications. Rally America specifications for newly constructed rally vehicles are listed in Article 5.5.
 9. All rally vehicles must be equipped with, and each competitor must use, an occupant restraint system as specified in Article 5.3.
 10. A laminated safety glass front windshield.

11. If a lead-acid (wet cell) type battery is located in the drivers/co-driver compartment it must be equipped with leak proof caps and enclosed in a non-conductive "marine type" box. Dry Cell batteries commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries are not required to be in a "marine type" box. The hot terminal shall be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.
12. Hoods shall be fixed closed with hood pins accessible from the outside. Other fastening devices (inside or outside) shall be rendered inoperative, except for the secondary catch, which may be retained.
13. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, security of seats, proper mounting of equipment in the passenger compartment and trunk.
14. Towing Eye
All rally vehicles will be equipped with a rear and front towing-eye for all events. This towing-eye will only be used if the car can move freely. It will be clearly visible and painted in yellow, red or orange.
15. Cameras and camera mounts shall be of a safe and secure design. Any camera heavier than 8 ounces shall be secured at a minimum of two points on different sides of the camera. Neither attachment may be elastic or plastic. Cameras may not be mounted to competitor's helmets.
16. The floor pan and firewall must prevent the passage of exhaust fumes. The exhaust pipe(s) must exit behind the occupants and external to the body.
Any line containing engine coolant or lubricating oil must be outside the cockpit, with the exception of any OE line and engine coolant lines used solely for the purpose of cockpit heating or windshield defrosting.
17. A standardized First Aid kit will be required. It will be identified and located in a visible area.
 - a. The kit shall contain: Space Blanket, 2 ea. large wound pads (ABD pads), 2 ea. bandage pads (4"x4" gauze pads), 1 ea. 4" ACE wrap (elastic bandage), package of adhesive bandages (assorted sizes), SAM splint (easily formed splint), Seat Belt Cutter, Penny-Cutter scissors, 1 large sling, medical exam gloves, 1 roll of duct tape.
 - b. The kit will be identified by a Red Cross.
18. Minimum of three D.O.T. reflective triangles, one of which shall be within reach of the competitors, from their seats. All three DOT

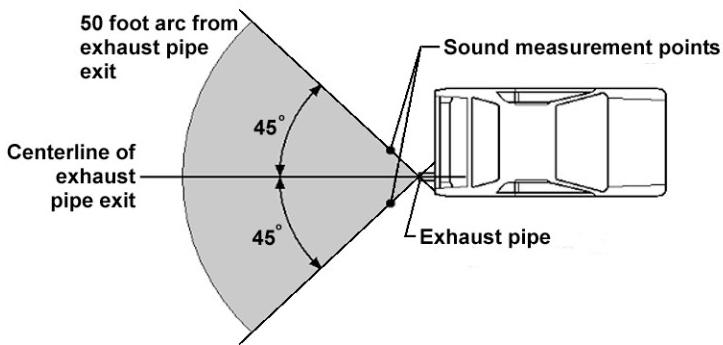
triangles shall have bases to ensure the triangles are self standing. The base may be emptied of ballast.

19. Fire extinguishers meeting the requirements in Article 5.6. It is required that at least one hand held extinguisher be within the reach of the driver or co-driver when seated.
20. A tow rope capable of towing the vehicle.
21. If the vehicle competes with the driver's and/or co-driver's side window in the down position (open more than 1"), appropriate window safety nets must be in place.
22. Power door locks shall be rendered inoperative or replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the Chief Scrutineer. The steering lock shall be removed or disabled.
23. Movable metal sunroofs and/or roof panels have been fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels shall have been replaced with metal attached by steel fasteners or welding and shall be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.
24. Hazardous Material Spill Kit shall be installed. Spill kits will be available through one of the approved suppliers for a nominal fee.
25. Airbags shall be removed.
26. Roll cage padding: Any portion of the roll cage which could come into contact with the driver or co-driver's helmet during competition, including all bars in the plane of the roof and forward of the main hoop, shall be covered with energy absorbing material compliant with either the SFI 45.1 specification or FIA Standard 8857-2001 Type A.

B. Additional Scrutineering Requirements

1. Sound Check

The allowable level of sound is 105 dB, A scale. It shall be measured 18" from either side of the exhaust tip at an angle of 45 degrees from and at the same height of the exhaust exit. The engine shall be running at a minimum of 2500 RPM. The area within a 50' arc, bounded by 45 degrees from either side of the centerline of the exhaust pipe will be on level ground and clear of man-made obstructions. On turbocharged vehicles, the anti-lag system, if installed, should be turned off.



2. Helmets

Safety helmets for both driver and co-driver must meet the specifications listed in Article 5.1.

3. Driving Suits

The driving suits to be worn during competition shall be presented at scrutineering and shall carry a manufacturer's label indicating it meets the specifications in Article 5.2.

4. Vehicle Identification

All vehicles must be presented in a neat and clean condition in order to reflect positively on the event and/or the series. All series-required and event-required decals must be in place.

5. Vehicle Registration

All competition vehicles must be registered for road use. This may be indicated by valid license plate(s) attached to the vehicle and/or valid registration paperwork presented on request at scrutineering. In lieu of license plates and registration paperwork, a temporary road use permit affixed to the vehicle is acceptable.

6.5 VEHICLES RESTARTING A RALLY

A vehicle that has failed to complete a stage and intends to restart the rally at the next restart point (as per Article 7.16) must meet the following requirements:

- Only after a repaired vehicle has passed inspection by the Chief Scrutineer (or his designate) may it restart the rally.
- The same body shell must be used throughout the entire rally.

ARTICLE 7: EVENT OPERATIONS

7.1. PRACTICE AND PACE NOTES

- A. Route instructions and Stage Notes shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check.
- B. Practicing (reconnaissance of the rally route in any vehicle, by any person associated with an entered team, whether as driver or passenger) within a 100 mile radius of the event headquarters shall be banned for a period of 90 days prior to each rally with the following exceptions:
 - 1. Official practice or "shakedown" stages available to all competitors and listed in the Supplementary Regulations.
 - 2. Official media or press stages sanctioned by Rally America.
 - 3. Reconnaissance available to all competitors and listed in the Supplementary Regulations.
- C. Pace Notes shall be banned on rally events and each event should conduct at least one control to check for the presence of pace notes in competing cars.
- D. Pace Notes are defined as detailed notes on the route prepared in advance from other than organizer-supplied information that is made available to all competitors. The use of "pace" notes is prohibited. Privately produced, Rally America authorized, Stage Notes for a given event are not considered Pace Notes for that event unless they have been altered or embellished with information that was not made available by the organizers to all competitors. Notes made in the route book after the first running of a stage are not considered Pace Notes for that event, but are considered Pace Notes in future events.

Any map that is commercially available to the general public may be used. Any additional markings on such map are restricted to official information issued by the organizers of the event, except they may not include the information provided in the official Stage Notes. Any other markings on the map shall be deemed to be Pace Notes.

7.2. STAGE NOTES

- A. A competitor may use Stage Notes provided specifically for that event by a Rally America authorized vendor to assist in traversing the Special Stages. Stage Notes, when offered, are not required to traverse the stages. A traditional mileage-referenced tulip-style route book (per Article 1.7.F) will always be provided to all competitors irrespective of the availability of Stage Notes.
- B. The glossary of abbreviations and symbols that will be used in the supplied Stage Notes shall be included in the preface of the Stage Notes

Book. If more than one style of Stage Notes will be available (e.g., both "descriptive" and "numeric"), the glossary for each available style must be included.

C. Purpose/Disclaimer:

Stage Notes are intended to give a description of the stage roads, including hazards that are known at the time the notes were made. They do not suggest the speed at which to drive the road. Competitors must realize that the information contained in the Stage Notes is a subjective matter, which cannot fully take into account the capabilities of the individual cars, the competitors, or the prevailing conditions at the time of competition. The responsibility rests with the competitors to drive safely within their capabilities at all times. While every effort is taken with the preparation and production of Stage Notes, no responsibility can be accepted for their accuracy. The event organizers, the author(s) of Stage Notes, Rally America, or any other party involved in the administration of a stage, disclaim any and all liability for any incidents alleged to have resulted from or to be connected in any matter to the use of Stage Notes.

D. Limitations of Use:

In accepting the vendor supplied Rally America authorized Stage Notes, competitors acknowledge and agree to the following conditions of use:

1. The notes will be used without alteration or embellishment unless amendments are authorized by instructions received from event officials.
2. The notes will not be reproduced by any means for use by any other person.
3. The notes will not be used at any other time other than the specific event for which they were provided.
4. Pre-event practicing or testing on special stages is forbidden.

E. Marking Allowances:

To assist teams unfamiliar with this course following language, markings will be allowed in Stage Notes books, provided they specifically fall under the following definitions/types:

1. Entrants may underline or highlight the words in the Stage Notes books.
2. Entrants may convert abbreviations to full words in the Stage Notes books.
3. Entrants may add organizer-supplied information, including all information included in the route book, the official notice board, Supplementary Regulations or event bulletins.
4. Drivers and co-drivers may mark their Stage Notes book(s) with

comments from a previous running (or runnings) of a stage during the same event. When approved reconnaissance is offered, they may also mark their Stage Notes book(s) with comments from any source except reconnaissance done in violation of Rally America rules.

5. To assist entrants that are accustomed to different languages, those entrants may transpose specific information in the book (example: change a 1R to a 6R) but, should that entrant choose to do so, entrant must do these transpositions throughout the entire book, at all instances of that particular note occurring. The stewards reserve the right to inspect any entrant's stage notes books at anytime, and may retain the top three finishers' books, and a random selection of books from other entrants. Inspection can include complete vehicle per Article 8.2.D.1.
 6. Terms such as "Brake", "Caution", or similar may be added to alert drivers to changes in the character of the stage (e.g., after a long fast stretch leading to a tight corner).
 7. Distances may be converted from yards to meters or mileage (tenths or hundredths), but must be converted consistently throughout the notes.
- F. The use of Stage Notes in violation of any of the above conditions will be considered using Pace Notes, subject to the same penalty as Article 7.1.C.

7.3. RECONNAISSANCE

When a rally offers reconnaissance, the following rules apply:

- A. No performance rally competition vehicle may be used in the reconnaissance of the rally route.
Rally organizers may impose limits on the graphics, decals, or other artwork that may appear on the reconnaissance vehicle.
- B. The vehicle used for reconnaissance must have at least the minimum level of insurance as described in Article 1.6.C.
- C. All participants in the reconnaissance must sign the Rally America waiver.
- D. Participants in the reconnaissance must obey local traffic laws, including speed limits and exhaust sound limits. Rally organizers may establish speed limits for sections of the reconnaissance. Rally organizers may establish penalties for violations of traffic law or may apply the appropriate penalties described in Article 8.2.
- E. Rallies that let competitors create new pace notes (as opposed to annotating the stage notes or route books) must offer pace notes training and should offer two-pass reconnaissance.

- F. All competing drivers and co-drivers are eligible to participate in reconnaissance. Drivers and co-drivers participating in reconnaissance must purchase Stage Notes, except when the driver is not eligible to use Stage Notes.
- G. Competitors may copy reconnaissance notes to another book for use on stage.

7.4. STAGES

- A. The stage must be identified in the route instructions, with mileage for the start and finish control.
- B. Competitors shall start the stage at the "00" second mark of their "time out minute".
- C. Competitors must start the stage on separate minutes.
- D. Marshals shall control all intersections within a stage (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).
- E. During stages, both driver and co-driver must wear helmets and driving suits conforming to Articles 5.1 and 5.2.
- F. The occupant restraint system required in Article 5.3 shall be worn at all times while driving during the event.
- G. Windows in the driver and co-driver doors must be closed during stages or appropriate window safety nets shall be used. Windows down more than 1" are in violation of this rule.
- H. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for a claim or automatic action by the Event Steward. If a competitor encounters moving non-rally traffic, they should stop the civilians and hold them until they (and the next competitors) can decide the best course of action to ensure that the civilians do not continue down the stage and endanger all involved.
- I. Competitors shall not drive a stage road in the opposite direction of the rally route while the stage is open for competition.
- J. Average Speed
 - 1. On any stage which is not a track designed for automobile racing, a competitor who exceeds an average speed of 80 MPH will be scored with a time equivalent to an 80 MPH average, rounded up to a whole second.
 - 2. All other competitors will be scored normally.
 - 3. Any stage which is not an automobile racing track where an 80 MPH average has been exceeded will not be used in succeeding years unless significant changes have been made in order to reduce the average speed below 80 MPH.

4. The distance to be used for calculating the average speed shall be from the start line to the flying finish of the stage.

7.5. CONTROLS

A. General Information

1. All controls must be noted in the route book, except Observation Controls, which must not be referenced in the route book.
2. Competitors are required to stop with their cars and have their passage checked at all controls and in the correct order; failure to do this will result in the competitor being classified a DNF.

During each leg of a rally, unless the route has been changed (as indicated by Competitor's Bulletin(s) or a rally official), competitors must follow the route indicated in the route book.
3. Should a control not be placed, the arrival time at the next control, which is in place should be calculated by adding the transit time(s) and the Emergency Time for the stage, if applicable, plus three minutes for each control not placed. (Thus six minutes if both start and finish of a stage are not placed.) An ATC with a stage start is considered one control.
4. The target time for covering the distance between two controls of a transit section will appear on the time card; should a discrepancy occur between the route book and the time cards or the time cards and the marshal logs, the time cards should be deemed official and correct.
5. Throughout the event, the official time will be the local time synchronized with WWV; all controls will have official time available to competitors. Hours and minutes may be shown either in a 12- or 24-hour clock format.
6. All controls, (i.e., Observation Controls, MTCs, Arrival with Start Controls, Finish Controls, and Regrouping Controls) will be indicated by means of Rally America approved signs.
7. Except for some RGCs, all control zones are considered Parcs Fermé (refer to Article 7.5.1). Except for some RGCs, no servicing of the rally vehicle is permitted in a control zone, except the cleaning of windows and lights is authorized, providing this act does not hinder the operation of the control or prevent you from starting on your assigned minute. As an example, the opening of your hood or trunk would be considered servicing. Competitors will be considered to be in the control zone the moment they check into the control, whether or not their car is within the physical boundaries of the control zone.
8. Controls shall be ready to function 15 minutes before the target time for the arrival of the first competitor. Unless officially changed, the controls will close 15 minutes after the target time of the last

competitor, plus MPL.

9. Competitors must follow the instructions of the marshal in charge of any control.
10. Competitors may not mark on the time cards, except in the car number area as well as in areas indicated to be for competitor's use.
11. It is the competitors' responsibility to ensure that all times and numbers entered on the time card by the Control personnel are correct and are on the correct page of the time card book. By leaving the Control zone, the competitor acknowledges that all is correct, or that any dispute has been noted on the Control Log sheet.
12. Unless directed to do so by a marshal, a competitor shall not back up his vehicle while it is in a control zone.
13. The signs used to identify controls are illustrated in Appendix 1.

B. Time Control Check-in Procedures

These procedures apply at all time controls where competitors check in, such as MTCs, ATCs, and RGCs.

1. The target check-in time, which is the responsibility of the competitors, is the time obtained by adding the ideal time allowed to complete the transit section to the finish time of the Special Stage, or to the out time from the previous time control, these times being expressed to the minute (the seconds having been dropped).
2. Checking-in can only be carried out if the two competitors and the car are in the control zone or within the immediate vicinity of the control. The check-in time will correspond to the exact moment at which one of the competitors hands the time card to the marshal. Then the control marshal marks on the time card the actual (and official) time at which the card was handed to him, the "Time In".
3. Should a blockage occur at a time control check-in and the competing team is unable to reach the Time Control (at the Time Control sign, as illustrated in Appendix 1) with their vehicle, one of the competitors must check-in during their correct minute, by handing their time card to the marshal during that minute. Failure to do so will result in an early or late time assessment.
4. If a vehicle enters the control zone prior to its check-in minute, the team will be penalized for an early entry as per Article 8.1.B, except as permitted by Article 7.5.C.6 for a MTC In.
5. The competitor does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the check-in minute. Example: a competitor who is supposed to check-in at a control at 18:58 shall be considered to be on time if the check-in takes place between 18:58:00 and 18:58:59.

6. Any difference between the actual check-in time and the target check-in time will be penalized as per Article 8.
7. In order to check their clocks, competitors may enter the control zone on foot and consult the official clock at the control without penalty. The other team member and/or car do not need to be in the control zone at that time. However, the control marshal may not give them any information on their target check-in time.

C. Main Time Controls (MTC)

1. Each Leg of a rally will begin with a Main Time Control Out (MTC Out) and end with a Main Time Control In (MTC In). The last instruction in the Route book will be considered the finish of the Leg and the final MTC for that Leg, unless otherwise indicated in the Route book.
2. A MTC In and a MTC Out may be combined into one control zone using one control crew for purposes of a time card exchange.
3. MTCs shall be subject to the general rules for controls (Article 7.5.A). A MTC In shall also be subject to the rules for check-in procedures for controls in Article 7.5.B, except as described in Article 7.5.C.6 below.
4. Organizers will assign an Out-minute for each entrant at each MTC Out, either on the time cards or on a printed schedule. At a MTC Out, competitors enter the control zone during the minute preceding their Out-minute and are released by control workers at the beginning of their Out-minute. An organizer may use one of the following alternate MTC Out procedures if specified in the Supplementary Regulations or by the control marshal:
 - a. A "free start" - competitors leave without being required to check out at the MTC Out. They may leave earlier than their assigned Out-minute.
 - b. A compressed start - competitors leave early as per instructions from the MTC Out.
5. Late arrival at a MTC Out shall be penalized as per Article 8 and a new Out-minute shall be assigned by the control workers to prevent the need for making up time on the next transit section.
6. At a MTC In, competitors may check in and request that their time be recorded as the correct minute or a minute in the future. They may not request a minute which has passed. Any difference between the requested check-in time and the target check-in time will be penalized as per Article 8.
7. A MTC control zone shall be laid out as follows:
 - a. The control zone starts at a Control Zone Entry sign.

- b. The time control, indicated by a Time Control sign, is located 100' from the Control Zone Entry sign.
- c. The end of the control zone is indicated by an End of Control Zone sign, located 100' from the Time Control.
- 8. Any vehicle restarting a rally must be present at the next restart point at least 30 minutes before the scheduled start time of the first car.

D. ATCs and Stage Start Controls

- 1. ATC and stage start controls are subject to the general rules for controls in Article 7.5.A and the check-in procedures for controls in Article 7.5.B.
- 2. Except as described in Article 7.5.D.3 below, an ATC shall be laid out as follows:
 - a. The control zone starts at the Control Zone Entry sign.
 - b. The ATC is at the Time Control sign, located at a distance of about 100' from the start of the control zone.
 - c. The control zone ends at the End Of Control Zone sign, located at a distance of about 100' from the ATC.
- 3. An ATC followed immediately by a Stage Start Control shall be combined into a single control zone and shall be laid out as follows:
 - a. The control zone starts at the Control Zone Entry sign.
 - b. The ATC is at the Time Control sign, located at a distance of about 100' from the start of the control zone.
 - c. The Stage Start Control is located at the Special Stage Start sign, located at a distance of about 200' from the ATC. This is the beginning of the stage.
 - d. The control zone ends at the End of Control Zone sign, located at a distance of 100' from the Stage Start Control.
- 4. At the ATC at the end of a transit section, the marshal shall enter on the time card the check-in time of the competitor, and also the ideal starting time for the following special stage. The marshal will allow a minimum of three minutes between these times (except under the circumstances described in Article 7.5.D.5 below), and the competitors must be ready to start at that time.
- 5. At an ATC combined with a Stage Start Control, it is permissible, if agreed upon by both competitors, for two competitors, running consecutively on the road, to switch positions on the road. The final decision on this switch will rest with the control marshals and shall not result in any competitor gaining an unfair advantage, such as a two-minute "window."

The procedure for doing so is as follows: The first team will enter the

ATC at their check-in time and request to switch positions with the second team. The second team will enter the ATC at their check-in time, wearing their safety gear. If they are wearing their safety gear and the control marshals allow the switch, the two teams will exchange position going into the stage start control. Otherwise, the two teams will remain in the same order for the stage start control as they entered the ATC.

6. The start of a Special Stage will be as follows:
 - a. After checking in at the ATC, the competitors and their vehicle will go immediately to the start of the stage (furled flag sign). The marshal there will enter on the competitor's time card the actual starting time for the stage, hour + minute, which will normally correspond to the ideal starting time. The time card will be handed back to the competitor and the marshal will countdown aloud: "30" - "15" - "10" and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given at which time the car must leave.
 - b. The actual start of the stage may only be delayed in relation to the ideal scheduled time by the control marshal in a case of "force majeure."
 - c. In the case of a discrepancy between the ideal and actual recorded times, the actual starting time of the stage will be official.
7. A false start, particularly one made before the marshal has given the "go" signal, shall be penalized as specified in Article 8.2.A.1. The starting marshal is the sole authority in regards to a team's starting time.
8. Special stages commence from a standing start, with the car placed at the starting line. Any car not able to exit the control area under its own power within its designated minute following a signal to start is excluded and the car is immediately removed to a safe place.

E. Stage Finishes

1. Finish Time Controls (FTC) shall be subject to the general rules for controls in Article 7.5.A.
2. Layout of Finish Control
 - a. The control zone starts at the Approaching Flying Finish sign.
 - b. The Special Stage ends at the Flying Finish sign, one located on each side of the road, 100' from the Approaching Flying Finish sign. This is the end of the timed portion of the Special Stage.
 - c. The FTC is at the Stop sign, located at a distance of 0.1 to 0.3 mile from the Flying Finish is the FTC. Competitors must stop

here to have their finish time entered on their time card.

- d. The control zone ends at a distance of 100' from the FTC, unless indicated otherwise by an End Of Control Zone sign.
3. To be scored for the stage, competitor must cross the flying finish under their own power or with assistance from another competitor.
4. Stopping between the Flying Finish sign and the Stop sign is forbidden.
5. After receiving the time card back from the control marshal, the competitors must leave the area immediately.

F. Regrouping Controls (RGC)

1. Regrouping Controls may be set up along the route; their entry and exit controls shall be subject to the general rules governing time controls in Articles 7.5.A and 7.5.B. RGCs should not be considered MTCs, and thus early arrival is not permitted.
2. The purpose of RGCs will be to reduce the intervals that may occur between competitors as a result of late arrivals or retirements. The re-starting time from RGCs and not their length must be taken into account. First cars on the road may be required to spend a longer period of time than later cars at RGCs.
3. On arrival at RGCs, competitors will receive instructions on their re-starting time. They then must drive their car immediately and directly to the designated parking area, Parc Fermé, Parc Exposé, or service area. The re-starting order shall be that of arrival order, unless a reseed has occurred. A new set of time cards may or may not be issued.
4. When cars are directed into Parc Exposé or Service, competitors and service personnel may work on their cars under the rules for Parc Exposé or Service respectively. Otherwise, the rules for Parc Fermé apply.

G. Passage Control

A Passage Control is used to record each competitor's passage through a particular point along the designated route. It may also be used to perform an additional function, such as time card exchange, or simply to confirm that competitors are following the rally route. A Passage Control may or may not be noted in the route book.

1. Layout of a Passage Control
 - a. The control zone starts at an Approaching Passage Control sign.
 - b. The Passage Control, indicated by a Passage Control sign, is located approximately 100' from the Approaching Passage Control sign.

- c. The end of the control zone is indicated by an End of Control Zone sign, located approximately 100' from the Passage Control.
 - d. A Passage Control will be clearly visible and not hidden.
2. Observation Control

An Observation (or “O”) Control is an unannounced Passage Control, used to check for competitor violations of state or local laws (especially speeding) in transit sections, contestants’ use of illegal pace notes on stage, or other violations of regulations.

H. Parc Exposé

A Parc Exposé is a location where a competitor is required to bring the vehicle (as stated in the Supplementary Regulations) for public viewing. Anyone may enter a Parc Exposé area. Vehicle checking, tuning, or repair is allowed by either the competitors or service crews.

The Supplementary Regulations will specify the time and place where the Parc Exposé will be located. If a Parc Fermé is also incorporated with the Parc Exposé, then the two locations should be the same to avoid the need for competitors to move their cars.

The Parc Exposé is under the control of the appointed Rally Officials; these officials are authorized to give orders to the competitors. The Parc Exposé may become a Parc Fermé at a time specified by the organizer.

Competitors may be required to bring their cars to a Parc Exposé before the first MTC or at other times outside of a Leg.

I. Parc Fermé

A Parc Fermé is an area where no checking, tuning, or repair of vehicles, including tire changing or refueling, is allowed.

1. As far as no checking, tuning, or repair of vehicles is allowed, a control zone is considered to be a Parc Fermé.
2. A Parc Fermé may also be a location, specified in the Supplementary Regulations, where the competitor is required to bring the vehicle for a specified time. It shall be of adequate size and well closed off to ensure that no unauthorized personnel may gain access. Surveillance shall be carried out by rally officials; these officials are responsible for its operation.

Only rally officials may enter the Parc Fermé. As soon as competitors have parked their cars, they must leave the Parc Fermé. They will be allowed to re-enter (or enter) the Parc Fermé ten minutes before their re-start (or start) time; any violation of the latter will result in a time similar to early arrival at a time control.

If the organizers or the stewards consider that a car is so defective that normal road traffic may be affected, the car must be repaired in the presence

of a rally official. The minutes needed for repair will be penalized similar to late arrival at a time control. If the competitor cannot present the car in a road worthy condition, to the MTC Out, during the proper start minute, a new start time will be assigned to keep the competitor from trying to regain the minutes lost.

7.6. MPL AND MPE

- A. Maximum Permitted Lateness (MPL) shall not exceed 30 minutes for an entire event, or for separate legs of an event, as stated in the Supplementary Regulations. MPL will be accumulated by exceeding the time allowance between two timing controls, the bogey (slow) time allowance for a special stage, or a combination of the two. The penalty for exceeding MPL is exclusion from the event, this is also known as being *Time Barred*.
- B. In no case may early arrival at controls be used as a means of reducing accumulated MPL.
- C. Exclusion for exceeding the maximum permitted lateness may be applied at any control or the end of the rally. It may also be applied by sweep.
- D. The Maximum Permitted Earliness (MPE) for the entire event will be ten minutes. Exceeding ten minutes earliness on transits will cause the competitor to be excluded from the event.

7.7. TIME ASSESSMENTS

- A. The Event Chairman or stewards have the right to correct any obvious and substantiated timing errors.
- B. All official time assessments may be made in minutes, seconds and (optionally) tenths, or minutes and hundredths. Time assessments made in minutes, seconds and tenths are preferred. If minutes and hundredths are used, the final score must be transferred to hours, minutes and seconds for use with the overall results.
- C. In order for a competitor to be scored, he must have:
 1. Complied with Article 7.5.A.2 (passage recorded at all controls in the correct order); and
 2. Completed all stages in their entirety (except for super special stages), as prescribed by the instructions in the route book; an instruction consists of all columns of a numbered line.
- D. When a stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the stewards consider that the slowest time set is abnormal, they may choose a time that seems most suitable amongst the three slowest times set prior to the stoppage. No competitor who is totally or partially

- responsible for the stoppage of that stage may benefit from this measure.
- E. A competing vehicle shall not be moved, after starting an event, by other than its own power except:
1. By unplanned assistance by towing or pushing. The car may not be moved by use of trailers, dollies, tow trucks, or other devices that allow the vehicle to be towed without its wheels on the road surface. Unplanned assistance may not come from any person working as part of a service crew during any portion of the event. Unplanned assistance may come from any other person, including other competitors; or by official permission or instruction.

Any competitor found to have unreasonably delayed another competitor by their actions shall be disciplined at the discretion of the Event Chairman or stewards.

7.8. QUIET ZONES

Quiet zones are portions of the rally route where competitors must proceed under the following conditions:

1. Maximum speed specified in the Supplementary Regulations or route book; or, if none specified, five mph below the speed limit,
2. No driving lights, low beams only, and
3. Make as little noise as possible.

7.9. COURSE OPENING AND CLOSING

Each rally shall employ a minimum of one course opening vehicle to precede the first competitor on the route by approximately 30 minutes. No competition vehicle will be allowed to begin any stage before the course-opening vehicle has cleared the stage and declared it open for competition.

Each rally shall utilize at least one course-closing vehicle for the purpose of accounting for all competitors and control closing. At least one other vehicle (sweep) must be assigned to aid stranded competitors and their cars.

7.10. FORCE MAJEURE

While rally organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. This type of obstruction is called "Force Majeure".

Unexpected obstructions are generally the result of three conditions:

1. Conditions of Force Majeure
2. Conditions created by competitor error

3. Conditions created by organizer error.

Claims arising from conditions created by organizer error (3 above), may be allowed and may be subject to unilateral action by the organizer, stewards, the Competition Director or his delegate. Claims arising from conditions of Force Majeure (1 above) or competitor error (2 above) are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per these Rules, or deny the organizer's rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field. The stewards have the authority to adjust a competitor's time on a stage or transit if they feel that the safety of another competitor was at stake.

7.11. SERVICE CREWS AND SERVICING

A. Definitions

1. Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel, or repairs or maintenance of a competing vehicle by the driver and/or co-driver using items not carried in the competing vehicle.
 2. Unplanned assistance by anyone other than a service crew member will be permitted at any point along the rally route, except as forbidden in Parcs Fermé, Control Zones, etc. Accepting help from the sweep crew is therefore allowed.
 3. Unplanned assistance may not include refueling. Refueling may only occur in a fuel depot or approved location on the route as stated in the Supplementary Regulations.
- B. Servicing is only allowed at the times and locations designated in the route book or Supplementary Regulations. Servicing at other locations on or off the route is forbidden. Whether a service area has Controls or not, it is not permissible for the car to temporarily leave the defined area to test, drive, or "bed-in" brakes etc. Such action is considered illegal servicing as it is outside the defined area.
- C. All members of the service crew must register with the organizer and sign the official Rally America Waiver and Release Form. Servicing by unregistered people is not permitted. All vehicles to be used during the event must be listed on the "Service Crew Registration" form. This includes service vans, rental cars, or any other car carrying service crew personnel. Furthermore all persons riding in these vehicles must register and sign the waiver.
- D. Service vehicles are required to carry fire extinguishers. Any time service is being performed the fire extinguisher must be out of the service vehicle, and readily available. During refueling one crewmember shall have the fire extinguisher in hand in close proximity to the refueling

procedure.

- E. Jack stands must be placed under the vehicle when more than one wheel is in the air. The jack stand must support the portion of the vehicle in the air when work is being performed underneath the vehicle.
- F. Service vehicle identification issued by the organizers must be placed in a highly visible location on the front part of the vehicle so as to be visible to an Observation Control. This will be equivalent to a 4"x6" card, preferably brightly colored, with the competitor's car number clearly marked. The service vehicle will have equivalent identification for each of the competitors they are servicing. Service vehicles and personnel must follow their designated route and stop at all Observation Controls encountered.
- G. Service vehicles are subject to the same penalties as the competitors. Any penalty incurred by a service vehicle or personnel will be applied to the competitors for whom the service crew is registered.
- H. Vehicle(s) and personnel arriving on course (stage or transit) or off course with the intent of providing planned or unplanned assistance to specific team(s) shall be considered to be involved in illegal servicing. Such intent shall be determined based on the judgment of the Event Organizer in agreement with the Event Steward. Penalties will be assessed as per Article 8.2.A.11.
- I. A competing team may receive unplanned assistance from another competing team limited to the following items:
 - 1. Vehicle fluids, excluding fuel
 - 2. Tools and small insignificant items (i.e., fasteners, tie wraps, or duct tape)
 - 3. One wheel/tire assembly
 - 4. Driver/Co-Driver nourishment (i.e., food and drink) or personal items (i.e., pencil, paper or sunglasses)
 - 5. Information
 - 6. Physical assistance (refer to Article 7.7.E.1)Any parts or assistance not listed here may only be given from one team to another while both teams are in a designated service area. Only driver/co-driver nourishment and information may be provided between teams in any Parc Fermé (including controls).
- J. Fuel Depot
 - 1. Any refueling must be performed at a fuel depot or other location named in the Supplementary Regulations.
 - 2. The fuel depot must be at least 40 feet from the nearest vehicle being otherwise serviced.

- 3. Event organizers may locate the fuel depot(s) inside a service area (subject to Article 7.11.J.2 above) and allow refueling during the service period or they may locate the fuel depot(s) outside the service area and allow refueling during transits that pass the fuel depot(s).
- K. As long as it is done in a safe and legal manner that does not impede traffic, there is no restriction on where a vehicle that has withdrawn from a rally and intends to restart that same rally may undergo service.

7.12. EMERGENCY PROCEDURES

- A. If competitors stop on a stage for any reason, they must immediately set out triangles and ensure the vehicle does not impede the passage of following vehicles. Warning triangles are to be set on the same side of the road as the location of the stopped vehicle sufficiently upstream (in advance) based on geographic and weather conditions in the area, to give adequate warning to on-coming traffic. To comply with this rule it is expected that one of the competitors, will place a Reflective triangle in the correct location, within 30 seconds of coming to a stop on a stop. As soon as it is apparent that the car will not complete the stage, then all three triangles must be displayed, with one being placed on the roof or top of the vehicle. Competitors continuing on the stage after stopping must remove all warning triangles before continuing on the stage.
- B. If an accident has occurred and the occupants are still in the car, triangles have not been placed and no sign is displayed, the first competitor on the scene must stop, evaluate the situation, and if necessary display the Red Cross and triangles and render assistance to injured competitors.
- C. Upon arrival of the next vehicle, a quick, accurate assessment of which people can render the best help must be made, with one of the vehicles immediately proceeding down the stage to the next radio point. This may very well be the stage finish. However, a number of stages now have mid-point radios that are indicated in the route book. Information regarding the exact location (mileage) of the accident and an assessment of the extent of the emergency must be given to the radio personnel.
- D. Upon notification of the Red Cross situation, the stage is immediately stopped and medical personnel are dispatched from stage start with a radio operator to communicate necessary information.
- E. Once the Red Cross is displayed, it must remain displayed. All following competitors must stop and render assistance as needed, control traffic and assure the road remains open to emergency vehicles. Unnecessary teams should then continue to the finish of the stage at transit speed. The competition on this stage is over and it will be scored according to Article 7.7.D.

- F. After the situation has been cleared, the workers at the start control will inform competitors as to how to proceed. At this time, the Red Cross should be removed from the accident scene.
- G. The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must fill-out an Incident Report Form and file as per Article 1.6.D.
- H. If a competitor has crashed and is not visible from the stage road, or leaves the stage road, and does not require medical assistance, they must show the OK sign.
- I. Failure to comply with any part of these Emergency Procedures will result in a penalty as described in Article 8.2.B.5.

7.13. VEHICLE IMPOUND

The first place vehicle in all classes at a national event may be impounded for inspection at the conclusion of the event (other vehicles may be selected by the stewards, Competition Director, Chief Scrutineer, or their designate). Competitors whose vehicles are to be inspected/torn down will be informed at the final MTC; at this time they must make a representative available to assist the Event Steward and his assistants. Competitors will be disqualified if they fail to follow the impound instructions of the Event Steward or his designee.

7.14. PRIZE FUND AND AWARDS

The event prize fund at a rally shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the Supplementary Regulations for each event. Normally three cars must start in a class to have money and trophies awarded.

7.15. RESULTS

- A. "Informational" scores may be posted at any time during or after an event. Complete "provisional" control-by-control scores shall be posted for all finishers at a time and place specified in the Supplementary Regulations. However, the Provisional results for national events must be generated and printed by computer from files that will be used to compile the Official results for Rally America and must be sorted by overall sequence and show all stage times and other time penalties, otherwise they cannot be made Official without special approval of Rally America.
- B. Scores shall be signed by the Event Chairman or Event Steward and posted. The Provisional results become Official results after 30 minutes or after the resolution of all review requests plus 5 minutes additional review time (whichever occurs later). If an intent to appeal has been filed (refer to Article 8.4), the results will be declared "Official Pending Appeal". Otherwise, the results will be declared "Official". Once the results have been declared Official they are not subject to any further

- claim. The Event Steward may correct any obvious errors until the results are declared "Official Final" (refer to Article 7.15.C). Differences between "Official Pending Appeal" results and "Official Final" results will not affect trophies awarded at the event, but may change the awarding of championship points and seeding.
- C. After the event, the Event Steward will submit the Official results to Rally America. After one business day of receiving those results or after the resolution of any outstanding appeals (whichever is later), Rally America will declare the results "Official Final".
- Results, including all categories on the Rally America results form, will be posted on the Rally America web site within 24 hours of being declared Official Final. For a national rally, these results must include break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include class designations for finishers and non-finishers.
- D. Note to regional rally organizers: A member of the organizing committee must email a copy of the "Official" results to Rally America before noon, Central Time, on the Monday following the event.

16. RESTARTS

A rally may allow teams that fail to complete a stage the opportunity to take a time penalty and restart the rally. The point(s) along the route where competitors may restart the rally (typically a MTC Out Control at the beginning of a day) shall be identified in the rally's Supplementary Regulations.

- A. When a team fails to complete a stage and intends to restart the rally, their stage time for that stage will not be recorded.
- B. Teams will be penalized for every stage that they fail to complete before the point where they restart the rally (see Article 8.1.I).
- C. When a team fails to complete a stage that is part of the last day of the rally, that team will be scored DNF.
- D. Only teams that start the first stage of the day will be permitted to restart the rally.
- E. Teams that complete all stages but fail to complete all transits will be penalized (see Article 8.2.F.3)

ARTICLE 8: PENALTIES AND CLAIMS

8.1. TIME ASSESSMENTS

- A. Actual measured time taken to traverse a stage, except when Article 8.1.F, 8.1.G or 8.1.H applies (see Article 7.7.B).
- B. One-minute for each minute early at a Time, MTC, ATC, or Regrouping Control.
- C. Ten seconds for each minute late check-in at an ATC, MTC, Regrouping Control or Parc Fermé check-in during the rally or Parc Exposé check-in within a Leg of a rally.
- D. One minute of MPL will be accumulated for each minute of late arrival at a Time, MTC, ATC or Regrouping Control and for each minute, in excess of the bogey time, taken to complete a stage.
- E. One minute of MPE will be accumulated for each minute of early arrival at a MTC, ATC or Regrouping Control.
- F. The slowest time for the stage when the competitor has been observed blatantly short-cutting the stage (first offense), as per Article 7.7.C.
- G. When a stage has been stopped, for those competitors who did not complete the stage, the most suitable of the slowest times (as determined by the stewards), as per Article 7.7.D.
- H. Bogey time for a Super Special Stage that a competitor is unable to complete.
- I. When a team has failed to complete a stage and has subsequently restarted the rally, the team will be scored for each missed stage as described in Article 8.2.F.

8.2. OTHER PENALTIES

The penalties listed in this Article can be regarded as the normal penalty, however the Event Steward can apply any of the following as warranted by the offence.

- Reprimand which shall be noted in his or her license file
- Fine (\$1 - \$1000)
- Probation of competition privileges
- Time or position
- Disqualification from competition
- Exclusion from competition
- Suspension of competition privileges
- Loss of accrued points

A. Time Penalties

1. Two minutes for starting a stage before the starter has given the signal to "go."
2. Two minutes for windows down more than 1" without nets on a stage.
3. Two minutes for Service vehicle or personnel found off course.
4. Exceeding speed limit at Observation Controls.

(.5 min penalty/each) MPH over=minutes	(1 min/each) MPH over=minutes	(2 min/each) MPH over=minutes			
6	0.5	11	3.5	16	9.5
7	1.0	12	4.5	17	11.5
8	1.5	13	5.5	18	13.5
9	2.0	14	6.5	19	15.5
10	2.5	15	7.5	20	17.5

For every mph more than 20 mph over the speed limit, an additional five minutes. In addition, for greater than 15 mph over the speed limit, the Event Steward may exclude competitors who are deemed to be operating in an unsafe manner.

5. Five minutes for initial traffic citation.
6. Five minutes for violation of the Quiet Zone rules.
7. Five minutes for driving the wrong way on a stage (refer to Article 7.4.I).
8. Five minutes for unreasonable delay of another competitor on stage.
9. Ten minutes or exclusion for refusing directions from a rally official, including the marshal in charge of a control (refer to Article 7.5.A.9).
10. Ten minutes for competitors marking on their time cards (refer to Article 7.5.A.10).
11. Ten minutes for illegal servicing.
12. Ten minutes penalty for backing up in a control zone unless directed to do so by a marshal.
13. Ten minutes minimum for the driver or co-driver working on the competition vehicle using tools and/or parts carried inside the vehicle while the vehicle is in a Parc Fermé.
14. Thirty minutes minimum (up to exclusion) for anyone other than the driver or co-driver working on the competition vehicle and any work done using tools or parts not carried in the vehicle while the vehicle is in a Parc Fermé.

B. Fines

1. \$50 for incorrect identification (refer to Article 3)

2. \$100 for servicing without Jack Stands with more than one wheel off ground
 3. \$100 and/or license suspension for not submitting an Incident Report (refer to Article 1.6.D)
 4. \$100 for reporting late for a Parc Fermé or Parc Exposé (outside a Leg of a rally)
 5. \$100 and possible exclusion and/or license suspension for failure to comply with the Emergency Procedures described in Article 7.12
 6. \$150 for refueling without manning a Fire Extinguisher
 7. \$250 and/or license suspension for Log Book falsifications
 8. \$500 for the first offense of tampering with event equipment during a Championship year
 9. \$1000 for second offense of tampering with event equipment during a Championship year
- C. Additional Penalties
1. Exclusion for more than one traffic citation
 2. Exclusion for second offence of servicing other than in a Service Area
 3. Exclusion or other penalties for Class compliant irregularities, at the discretion of the Event Steward
 4. Exclusion and/or other penalties for the use of Practice and Pace Notes
 5. Exclusion for changes from the competitors or car on the Start List
 6. Exclusion for falsifications on the Entry Form
 7. Exclusion for not stopping at all controls and in the correct sequence
 8. Exclusion and/or other penalties for stopping in the FTC zone between the Flying Finish and the Stop Control Board (refer to Article 7.5.E.4)
 9. Exclusion for refusing to display organizer or series sponsor advertising.
 10. Exclusion for a second offense of blatantly short-cutting a stage, as per Article 7.7.C.
 11. Exclusion for violating Article 3.5.
 12. B, L, SP, G5, and G2 class cars without proper class ID, will be scored as Open class

13. If a vehicle is found not to be in compliance with the Class rules, the entry can be changed without penalty to a compliant Class, if this is done before the first Time Control
14. Loss of 5 Championship year-end points for second offense of tampering with event equipment during a Championship year
15. Mandatory three-month or two events (whichever is shorter) suspension of the competitor's rally license and immediate disqualification from the event for violation of the pace notes prohibition (refer to Article 7.1.C)
16. Mandatory one year competition license suspension for practicing in the area of a rally within 90 days prior to the event (refer to Article 7.1.B)

D. Car Inspections

1. The Rally America Competition Director, the event's Chief Scrutineer, or their designate, may inspect any competition vehicle at any time. If the vehicle is found not to be in compliance with these Rules, the following penalties shall be issued. Claims against vehicles as described in this Article are subject to these penalties as well.
 - a. Any violations that were in compliance at the beginning of the rally (as indicated on the tech inspection form) and subsequently found not to be in compliance that are not the result of a real incident occurring during the event (see Article 8.2.D.1.d.ii below) shall be penalized as follows:
 - 1st violation; Exclusion
 - 2nd violation; Exclusion and suspension of competition license for 4 events or 6 months, whichever is longer
 - 3rd and subsequent violations; Exclusion and suspension of competition license for 8 events or 12 months, whichever is longer
 - b. Any violations found during the event or at post-event impound that are not the result of a real incident occurring during the event (see Article 8.2.D.1.d.ii below) shall be penalized as follows. These penalties also apply to fuel violations:
 - 1st violation; 3 class positions
 - 2nd violation; Exclusion
 - 3rd and subsequent violations; Exclusion and suspension of competition license for 4 events or 6 months, whichever is longer

- c. Claims by competitors against ~~B P, PGT~~ and SP entrants regarding non-performance violations of Article 10.2.B (see Article 8.2.D.1.d.i below) that are not the result of a real incident occurring during the event (see Article 8.2.D.1.d.ii below) are not subject to Articles 8.2.D.1.a and 8.2.D.1.b above but shall be penalized as follows:
 - 1st violation; 1 class position
 - 2nd violation; 3 class positions
 - 3rd and subsequent violations; Exclusion
- d. The stewards shall exercise discretion in determining if any violation is either:
 - i) so minor as to have no practical effect on performance (the Rally America Competition Director and/or the Chief Scrutineer's opinions shall be sought in these cases) or
 - ii) is the result of a real incident occurring during the event (an Incident Report shall be filed in such cases, and the stewards are cautioned to determine if the incident is real or contrived).

In such cases the penalty may range from requiring the competitor to address the issue prior to the next event to one class position.

- e. The penalties prescribed above shall be the minimum penalty applied. If the stewards determine that any violation warrants a more severe penalty, they may apply additional penalties as provided under Article 8.2.
- f. In the case of multiple violations by a competitor as an event, the most severe penalty shall be applied.
- g. Position penalties will be imposed by computing the time necessary to move the competitor being penalized 0:01 (or 0.01, if minutes and hundredths are used) behind the competitor in the class position the penalty prescribes. In the case where there are fewer finishers than the penalty prescribes, the position penalty will still be imposed. For example, if there are only three finishers in a class and a 3 position penalty is imposed on the 2nd place finisher, they will only receive 5th place points, final results would be 1st, 2nd, 5th. Overall position changes are not predetermined by these penalties, but are the result of class position changes. There will be no gaps in Overall finishing positions.
- h. In every case, the violation, regardless of penalty, must be corrected PRIOR to pre-event technical at the next Rally America event where the competition vehicle is entered. Failure to do so will result in exclusion from this event (not the event

where the violation originally occurred). If the competitor has any question as to whether the violation has been satisfactorily resolved, they shall consult with the Rally America Competition Director prior to presenting the competition vehicle for pre-event technical inspection.

2. The competitor shall be responsible for performing the disassembly, re-assembly and resultant expense for any inspection to confirm vehicle legality, ordered by the Event Steward or his designee.

E. Reconnaissance Penalties

1. If an event official determines that a competitor was driving in excess of 10 mph over the speed limit, the competitor will be disallowed from participating in reconnaissance for the remainder of the event as well as at the next event entered where reconnaissance is offered.
2. Competitors reported to have exhibited unsafe behavior during reconnaissance will be called, along with the Individual(s) reporting the behavior (or a representative), to meet with a steward. The steward will determine whether the behavior was unsafe.

The meeting will be held in a timely manner. It does not need to be conducted before competition, but notice of the meeting must be posted on the Official Notice Board no later than the evening following the end of reconnaissance.

If a competitor is found to have exhibited unsafe behavior, the penalties are as follows:

- a. First offense: the competitor will be disallowed from participating in reconnaissance at the next event entered where reconnaissance is offered.
 - b. Second offense: the competitor will be suspended from participating in reconnaissance for the next three events entered where reconnaissance is offered.
 - c. Third offense: the competitor will be suspended from participating in reconnaissance for 12 months.
3. Penalties incurred during reconnaissance will be applied to both the entered driver and co-driver.

F. Restart Penalties

1. Any team that has failed to complete a stage and has subsequently restarted the rally will be subject to a time penalty. The time penalty will be as follows:
 - a. For the first stage or super special stage missed: 5 minutes.
 - b. For each subsequent stage or super special stage missed: 3 minutes.

2. The time penalty above will be added to the fastest stage time as follows:
 - a. For B-Spec Championship eligible cars; the fastest B-Spec Championship eligible car's time for that stage or the bogey time for that stage if there are no other remaining B-Spec eligible cars.
 - b. For all other 2WD Championship eligible cars; the fastest 2WD Championship eligible car's time for that stage or the bogey time for that stage if there are no other remaining 2WD eligible cars.
 - c. For SP Championship eligible cars; the fastest SP Championship eligible car's time for that stage or the bogey time for that stage if there are no other remaining SP eligible cars.
 - d. For all other cars, the fastest overall time for that stage.
3. Any team that completes all of the stages, but fail to complete all of the transits will be subject to a 5 minute penalty.

8.3. REVIEW REQUEST

The right to request a review lies with any competitor who may consider himself/herself aggrieved by any decision, act or omission of anyone associated with the rally. Event officials or participants may also request a review of any potential violation(s) of the PRR.

A. Types of review request

1. Scoring Inquiry

A driver or co-driver may inquire about the time assessment(s) (described in Article 8.1) scored to their team or any other team. These are limited to such issues as incorrect stage times, early or lateness at controls, but not cases of force majeure or speeding penalties. Results of inquiries shall be approved by a steward and, once posted, may be subject to appeal.

2. Claim

All penalties other than those resulting from a Scoring Inquiry will originate as a “claim” by an event official or participant. All claims will be resolved by the stewards and, once posted, may be subject to appeal. Any claim originated by a steward must be approved by the other stewards at national events or by the Event Chairman in the case of regional events.

B. Claims Against the Conduct of the Event

Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final MTC. Claims prompted by the posting of provisional scores shall be

submitted within 30 minutes of the posting of those scores and must be based on information contained in those scores

C. Claims Against Competitors

Claims submitted against the actions of a fellow competitor must be submitted no later than 30 minutes after the claimant's in time at the final MTC.

D. Claims Against Vehicles

A claim against the legality of a competition vehicle by a fellow competitor shall be lodged no later than the claimant's arrival at the final time control (MTC) of the event.

A claim against the legality of a competition vehicle by the Competition Director, the Chief Scrutineer, or their delegate, shall be lodged no later than the time of posting of the Provisional Results.

At the end of each event, the competition vehicles will all be held in Impound until the last car arrives at Impound. Vehicles against which there are claims shall be held until the claims are resolved. Competitors and crew may touch the competition vehicle. However, they may not repair it without permission from a steward and may only do so under observation of a scrutineer.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. Any vehicle found to be in violation of vehicle eligibility or preparation shall be penalized by the Event Steward as listed in Article 8.2.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be, at a minimum, \$200.00.

If, upon inspection, the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

8.4. APPEALS

Any event official or participant shall have the right to appeal any decision of the steward(s). A written notice of intention to appeal must be given to the Event Steward no later than 10 minutes after the announcement that the Provisional results have become Official. The notice must include a filing fee

of \$1,000 for National events and \$200 for Regional events. Payment must be made in cash or by credit card.

The appellant will have 48 hours to present their argument in writing to the Event Steward. Failure to file within the deadline will result in withdrawal of the appeal and return of half of the filing fee. Formal, written, withdrawal of the appeal before the deadline will result in return of the entire filing fee.

All Appeals shall be considered by the President of Rally America (or his designee). He shall have 48 hours to respond, in writing, to the Appeal. The President is free to utilize any resources he desires to reach his decision which will be final and binding. Failure to respond before the deadline will result in finding in favor of the appellant and return of the entire filing fee. Should the President designate someone to respond to the Appeal, that person shall clearly have no conflict of interest in the matter.

8.5. CONDUCT OF CONTESTANTS

A. Required Conduct

Every contestant shall conduct himself in a sportsmanlike manner at all times during a national or regional event in his dealings with the public, with other contestants, and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event will be severely disciplined and immediately removed from the event by the Event Chairperson or any Steward.

B. Charges

Any event official or participant charged with an offense under this Article shall be fully apprised of the charges and afforded an opportunity to answer them in writing to Rally America.

C. Discipline

1. National Competitors

Any event official or participant so charged who in Rally America's judgment is guilty of unsportsmanlike conduct or other reprehensible behavior in connection with a national rally shall be disciplined by Rally America. Such discipline will be from the range of penalties described in Article 8.2 or as described below as deemed commensurate with the nature and gravity of the offense:

- a. A private letter of warning shall be written by Rally America to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in more strict disciplinary action; or

- b. A letter of censure shall be issued setting forth his breach(s) of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further participation in national or regional events for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or
- c. Suspension from the National/Regional Rally program up to a period of one year from the date of the offense; and a \$500.00 fine.

Rally America will honor and extend to the National Rally Series any discipline concerning regional events.

2. Regional Competitors

Any person charged with a violation of this rulebook in connection with a regional event will be apprised of the charge and afforded an opportunity to answer the charge in writing to Rally America. Any person so charged who, in Rally America's judgment, is guilty of unsportsmanlike conduct or other reprehensible behavior shall be disciplined by Rally America. Discipline shall take one of the following forms, as Rally America may deem to be commensurate with the nature and gravity of the offense:

- a. A private letter of warning shall be issued by Rally America to the offending person describing the breach of conduct and cautioning that any further act detrimental to the best interests of the sport will result in sterner action; or
- b. A letter of probation shall be issued describing the misconduct and censuring the competitor for conduct detrimental to the best interests of the sport. Any further offense of the same or similar nature shall result in automatic disqualification from participation in regional events for a period of one year dating from the most recent offense and in forfeiture of any standing in the championship competition for that year; or
- c. A fine (of up to \$250) may be imposed by the Event Steward or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his/her competition license to the steward or court. A driver's competition privileges shall be under suspension as long as the fine remains unpaid. All fines shall be forwarded to Rally America by the Event Steward or court; or
- d. Suspension from participation in any regional event for an indefinite period of time.

ARTICLE 9: ANNUAL CHAMPIONSHIPS

9.1. DRIVER AND CO-DRIVER NATIONAL CHAMPIONSHIPS

A. National Championships

There will be separate Rally America National Championships for Driver and Co-Driver.

Points will be scored in all Rally America classes (see Article 10.1) at all Rally America National rallies. These points will be used to determine the outcome of the Rally America National Championships listed below.

They will also be used by CARS to determine the outcome of the North America Rally Championships (see Articles 9.4 and 9.5).

Rally America will award the following National Championships:

1. Overall

All competitors entered in a Rally America National rally will be scored in the Rally America National Championship. At the end of the season, the driver with the most points will receive the "John Wolfe Cup" and the co-driver with the most points will receive the "Grant Whitaker Cup".

2. Super Production

Competitors entered in Super Production and Open Light will be scored in the Super Production National Championship. At the end of the season, the driver with the most points will receive the "Roy Donison Cup".

3. 2WD

Competitors entered in Group 5, Group 2, or B-Spec Class will be scored in the 2WD National Championship. At the end of the season, the driver with the most points will receive the "Jon Woodner Cup".

4. B-Spec

Competitors entered in B-Spec Class will be scored in the B-Spec National Championship.

B. The points standings for the Championships will be based on each driver's and co-driver's best results in events on the National Championship calendar.

Some of these events may be considered "mandatory" for the Championships. A driver or co-driver who fails to start any of these "mandatory" events will have the number of events that count towards each applicable Championship reduced for each of these events missed.

The National Championship calendar, the number of events that will count towards the Championships, the list of "mandatory" events and their impact on championship points will be announced in a Bulletin issued at the beginning of each season.

- C. Ties in the final point standings will be resolved according to each competitor's record of 1st place finishes, then, if necessary, the number of 2nd place finishes, then, if necessary, the number of 3rd place finishes, and so on, down to 10th place. All events entered will be considered for tiebreakers. If the tie is still not resolved, the final point standings will remain tied.
- D. In national rallies, points shall be awarded to both driver and co-driver based on the competitor's finishing position overall and within a class as follows:

Finish Position	Points
1st	20
2nd	15
3rd	12
4th	10
5th	8
6th	6
7th	4
8th	3
9th	2
10th - last	1

If, at the end of competition, a tie score exists, the tie will be broken and the position awarded to the team that finishes ahead of the other(s) for the most number of stages. If still tied after that, the position will be awarded to the team that finishes ahead of the other(s) for the most number of legs. If still tied after that, the position will be awarded to the team that finishes ahead of the other(s) on the last stage scored.

- E. For each national event on the calendar, one point will be awarded for starting each event, and one additional point for finishing the event. For example, if a competitor finishes 8 events, he will receive 16 points towards the Championship total. These points will be awarded for each of the competitor's starts and finishes in national events and is not limited to the events counted towards the Championship.
- F. Points earned in one category or class are not transferable to any other category or class.
- G. Rally America shall annually determine the number of awards to be presented to the national competitors in each category and class and the place and time of the annual awards ceremony.

9.2. ROOKIE OF THE YEAR AWARD

Rally America shall annually select a recipient for the Rookie of the Year Award to recognize the driver who has made the most significant progress in his first year of national competition. Selection will be based on the driver holding a National License for the first time and finished the highest in the

overall year-end standings.

9.3. MANUFACTURER'S CHAMPIONSHIPS

There will be a manufacturer's championship awarding points in all championships listed in Article 9.1.A and subject to the same rules as Article 9.1. Manufacturer's championships are based on the entered make (i.e., the manufacturer brand) of the car. For example, Scion and Toyota (both produced by the Toyota Motor Corporation) would be scored separately in the manufacturer's championships.

The top finishing car for each make in each championship shall score points for that make. Regardless of the number of cars representing a make in any championship, only the single top scoring car for each make's points will count.

9.4. NORTH AMERICAN RALLY CUP (NARC)

This competition is designed to stimulate international competition between Canada and the United States. NARC eligibility rules and requirements are agreed to by all participants in NARC and published solely by CARS.

9.5. NARC FOR MANUFACTURERS

The NARC for manufacturers is designed to stimulate interest in and support of rallies by manufacturers. NARC eligibility rules and requirements are agreed to by all participants in NARC and published solely by CARS.

9.6. DRIVER AND CO-DRIVER REGIONAL CHAMPIONSHIPS

The Regional Championships are for competitors who primarily compete in their region's events.

A. Season

The regional season is from January 1 through December 31 of each year. The Championship year is the year that the season ends.

B. Regions

There will be three regions: East, Central and West. The border between the East and Central regions is a straight line extending past but intersecting Detroit, Michigan and Baton Rouge, Louisiana. The border between the West and Central regions is a straight line extending past, but intersecting, Lubbock, Texas and Billings, Montana.

~~There will be four regions: East, Southwest, Northwest and Central. The border between the East and Central regions is a straight line extending past but intersecting Detroit, Michigan and Baton Rouge, Louisiana. The border between the two western regions and Central is a straight line extending past, but intersecting, Lubbock, Texas and Billings, Montana. The border between the Southwest and Northwest shall be a line extending east from the border of California and Oregon.~~

C. Classes

B-Spec, Super Production, Open, Open Light, Group 2 and Group 5 classes will be included in the Regional Championship.

An event organizer, with prior approval from Rally America, may divide his/her entry field into additional classes for the purposes of event awards and/or the computation of points for independent regional championships.

D. Regional Championship

1. Titles

Regional competitor champion titles are established in each of the Regions for each of the classes listed in Article 9.6.C. Titles will be determined for eligible competitors by the highest total of event points accrued in class, based on the rules below, during the declared season.

If there are less than three competitors in a given class in a given region and no competitor in that class in that region scores more 125 points during the season, the Regional Champion title will not be awarded for that class.

2. Eligibility

Any competitor holding a Rally America regional competition license is eligible to register for one of the Regional Championships. All competitors registered for a specific Regional Championship will accrue points at events in that region as well as out-of-region events.

Competitors who appear on an FIA Seeded Driver List (Priority A or Priority B) are not eligible to register for or to score points in a Rally America Regional Championship.

3. Participation

Any competitor may register for a single Regional Championship when applying for a Regional competition license.

4. Event Points

All Rally America sanctioned regional events will award points for the purpose of determining Regional Champions. A competitor must be registered for the Regional Championship prior to their first event of the season with the region. If the competitor is not registered, he/she will NOT accrue points for that event. A competitor must start at least four events ~~one event~~ in the region for which he/she is registered to be eligible for end-of-season awards.

Only Rally America regional events will award points in the Regional Championships.

Points shall be awarded to both driver and co-driver based on the

competitor's finishing position within a class as follows:

Finish Position	Points
1st	20
2nd	15
3rd	12
4th	10
5th	8
6th	6
7th	4
8th	3
9th	2
10th - last	1

If, at the end of competition, a tie score exists, the tie will be broken and the position awarded to the team that finishes ahead of the other(s) for the most number of stages. If still tied after that, the position will be awarded to the team that finishes ahead of the other(s) on the last stage scored.

In the awarding of points for championship purposes, the finishing positions held by competitors not eligible for that regional championship will not be counted. For example, if an ineligible driver finishes 2nd, an eligible driver in 3rd place will be awarded 3rd place points.

5. Event Weighting

Event coefficient designations will act as multipliers. For example, a first place finish in a Coefficient 1 event gains 20 points while a first place finish in a Coefficient 3 event gains 60 points.

6. Categories

Drivers and co-drivers may earn points in either category of the championships, but they may not combine these points to produce one total. Points accumulated in one class may not be combined with points from another class.

7. Points Totals

Competitors may count their best two thirds of the number of the coefficients in their region (rounded up to the nearest whole event) to a maximum of 18 coefficients. No more than 5 of those coefficients may be from out-of-region events.

8. Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to three key positions of the organizing committee (for example, Chairman, Rallymaster, Chief of Controls, Safety/Emergency Coordinator, Spectator Safety Coordinator).

These points are limited to one position per regional season per person. It is the responsibility of the organizing committee of each event to determine who will receive these points and to inform Rally America. Competitors may only accrue organizer points if they are registered for the championships.

E. Tie Breaking

Ties in regional competition will be resolved on the following basis:

1. The winner shall be the competitor with the most points earned within the region (i.e., not including out-of-region points).
2. If further resolution is required, the winner shall be the competitor with the most points earned on the Coefficient 3 events, then Coefficient 2 events, and finally Coefficient 1 events.

F. Regional Series Administration

1. It shall be the responsibility of organizers to ensure that correct results from each event are furnished to Rally America. Any questions regarding the accuracy of points assigned should be referred to Rally America.
2. At the end of the season, Regional Championship trophies will be awarded to the top scoring competitors in the regional class standings.

First, ~~second, or third~~ place trophies will be awarded to eligible competitors who score more than 125 points in class, regardless of the number of competitors in that class.

When competitors score less than 125 points in class, the following trophies will be awarded based on the number of competitors (including those scoring DNFs) listed in the regional class standings:

- a. No trophies if there are less than 3 competitors
- b. First place trophy if there are 3 or more competitors
- c. ~~First and second place trophies if there are 4 or 5 competitors~~
- d. ~~First, second and third place trophies if there are 6 or more competitors~~

ARTICLE 10: VEHICLE CLASSES AND ELIGIBILITY

10.1. OVERVIEW

There are two vehicle Categories; some have separate Classes within them.

Category	Classes
Open	Open, Open Light, Group 2, Group 5
Production	Super Production, B-Spec

The above listed categories and classes are used at Rally America sanctioned performance rally events.

- A. Vehicles entered in Rally America classes of performance rally events shall be based on a model built by a recognized manufacturer that is listed in an edition of the NADA Car Guide.
- B. Eligibility is restricted to street licensed, closed-bodied, four-wheeled vehicles. Fabric tops and side panels are prohibited.

Vehicles with removable tops (e.g., Mazda Miata, Jeep CJ) are not considered closed-bodied vehicles and are therefore not eligible under these Rules.

- C. There are currently no age limits in effect for National Championship competition.
- D. Fuel
 1. Open Class vehicles entered in Rally America National Championship rallies are required to use either:
 - a. One of the official fuels as listed on the fuel order form on the Rally America website.
 - b. An alternate fuel (e.g., propane), which must be approved by the Competition Director 90 days in advance of the event.
 2. All other vehicles entered in Rally America National Championship rallies are required to use either:
 - a. One of the official fuels as listed on the fuel order form on the Rally America website.
 - b. Locally purchased 94 (or lower) octane street legal pump gasoline without additives or octane booster.
 - c. An alternate fuel (e.g., propane), which must be approved by the Competition Director 90 days in advance of the event.
E85 is an approved alternative fuel.
 3. All other rally vehicles are required to use either:
 - a. Unleaded gasoline with a minimum specific gravity of 0.735 at 60 degrees Fahrenheit and containing no MTBE.
 - b. Diesel fuel.

- c. An alternative fuel (e.g., propane), which must be approved by the Competition Director 90 days in advance of the event.
 - 4. Use of nitrous oxide (as a fuel or an oxidizer) is explicitly prohibited.
 - 5. Fuel Sample Acquisition: All rally vehicles shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injection. To avoid spillage, the sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. In all cases competitors shall provide the labor and appropriate tooling necessary to safely obtain the sample. A manned fire extinguisher shall be present whenever samples are being acquired.
Rally America will be testing for lead, MTBE and specific gravity at national events as well as selected regional events.
- E. For all vehicles in all classes for all Performance Rally events, a functional catalytic converter shall be installed. Functionality shall be determined by a visible and complete grid within the catalytic converter.
- The only exceptions that may be granted to the above rule, and then only if documentary evidence is kept with the vehicle logbook, are:
- 1. For vehicles running the event powered by diesel or alternate fuel.
 - 2. For vehicles that were imported into the USA prior to 1980, and that did not have a similar model by that manufacturer that was sold in the USA in the same model year in all 50 states with a catalytic converter.
 - 3. For vehicles before 1975.
- F. Restrictors
- 1. All forced induction, four wheel drive vehicles entered in Performance Rally competition shall have an air inlet restrictor with a maximum internal diameter, regardless of temperature, per the table below. The maximum internal diameter of the restrictor shall be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades. The inlet restrictor shall have a single, circular opening through which all inlet air passes. There shall be no other provision for airflow to the pressure unit. The inlet restrictor installation shall include provision for sealing by the scrutineering staff.

Adjusted Engine Displacement	Inlet Restrictor Size
B-Spec	N/A
Super Production	34mm x 3mm
Group 2	N/A
Group 5	N/A
Open	34mm x 3mm
<u>Open (Driver in Seeded Draw)</u>	<u>33mm x 3mm</u>

2. If the vehicle is fitted with more than one pressurizing unit, the area of the combined units shall not exceed the area for one unit as listed above.

G. Vehicle weight

1. Vehicle weight is the real weight of the car, less fuel, driver, co-driver, and their personal equipment.
2. In case of a dispute during weighing, the full equipment of the driver and co-driver will be removed, including their helmets.
3. Headphones external to the helmet, tools, spare parts including tires and wheels, and championship recording equipment shall be left in the car.
4. At no time during the event may a car weigh less than the absolute minimum real weight stated in these regulations.
5. The use of securely fixed ballast to complete the weight of the car is permitted.

H. Brakes

There must be at least two circuits operated by the same pedal and complying with following:

1. The pedal must normally control all wheels.
2. In case of a leakage at any point of the brake system pipes or of any kind of single failure in the brake system, the pedal must still control at least two wheels.
3. Multiple circuits may not draw fluid from a common, undivided reservoir.

10.2. CLASS RULES

A. Open Category

1. The Open Category is comprised of four Classes: Open, Open Light, Group 5, and Group 2. It is the intent of these Rules that vehicles competing in the Open Category be based on production vehicles. Innovation and modifications within the rules is encouraged. Non-production based vehicles (i.e., "one-off" vehicles) built from the ground up, are explicitly prohibited. In general, freedom is given to modify any component of the vehicle providing that it is not otherwise

restricted below.

2. The engine is unrestricted, but, in vehicles entered in National Championship rallies, it must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.
3. For Open Class and Group 5; adjusted engine displacement must be no greater than 5100cc using the following multipliers:

Type	Multiplier
Rotary	1.8
Turbo/Supercharged	1.7
Pushrod	0.8

All applicable multipliers must be used in determining adjusted displacement.

4. Anti-lag systems

It is strongly recommended that forced induction anti-lag systems be capable of being turned-off without the driver/co-driver having to exit the passenger compartment to facilitate operation only on special stages.

- a. The storage of boost (compressed air held at a pressure above what normally is in the inlet ducting) is not permitted.

5. Bodywork

- a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for the roof and the driver and co-driver doors, bolt-on body pieces may be constructed of an alternate material.

OE or FIA homologated aluminum roofs are allowed.

Driver and co-driver doors must remain as originally manufactured with regards to door structure or, if the original structure has been removed or altered, either a door panel that is compliant with FIA drawing 255-14 must be installed or the safety cage must include a sill bar plus 2 continuous door bars containing four vertical studs. Homologated roll cages may not be modified.

Interior door panels for the driver and co-driver doors are required to provide protection from metal edges.

Roof mounted, commercially available cooling vents are allowed. Any significant deviations from road-going components available from the manufacturer of that vehicle must be approved in advance by Rally America.

- b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original; however, they

- may be modified only to the extent necessary to accommodate alternate components.
- c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.
 - d. Wheel diameter and width are unrestricted; however, when viewed from above, the body and/or fender flares must cover the tires and wheels.
 - e. The original side and rear window(s) may be replaced with a polycarbonate equivalent of equal or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original as long as it is some form of laminated safety glass.
 - f. Open Category pickup trucks are not required to have the stock tailgate or rear bumper, or visually similar replicas of the stock tailgate and rear bumper in place. In the absence of the OE rear bumper, there must be a substantial structure to protect the fuel tank or cell if any part of the fuel tank or cell is mounted behind the rear axle centerline.

Open Category pickup trucks are required to have a front bumper visually similar to OE, and all other exterior body panels per this Article.

- g. For Open Category, wings or other aerodynamic devices are permitted if they are visually similar to devices available from or homologated by the vehicle's manufacturer for any model sold. Aside for minor modifications for fit, the aerodynamic device may not be altered in any way.

In addition, any Open Category vehicle may add one or more aerodynamic devices. These aerodynamic devices must be securely attached to the original bodywork and may protrude no more than 150mm from that bodywork. They may not be attached to another aerodynamic device.

Scrutineers may require that an aerodynamic device be removed or modified (subject to the limitations above) in the interest of safety. The Competition Director may also require it be removed or modified for aesthetic reasons.

6. National Open Class

Open Class vehicles entered in Rally America National Championship rallies are subject to the following limitations:

- a. Weight: The vehicle's minimum weight is 2,900 lbs.

The following exception may have the indicated minimum weight:

- Mazda 323GTX with a B6 engine (adjusted displacement less than 2750cc): 2600 lbs.

The vehicle weight is determined according to Article 10.1.G.

- b. Electronic Controls: No type or form of electronic control is permitted for the following components:
 - i. Suspension, steering, braking, gear change/clutch, front and rear differentials.
 - ii. Simple engine cut operating during a mechanically activated gear change is permitted.
- c. Gear Change: The use of an unassisted manual sequential gear change mechanism is allowed.
- d. The use of roller bearings for linear guidance of the shaft within shock absorbers and/or MacPherson struts is prohibited.
Guidance of the shaft within the body of the shock absorber or strut must be via solid bushings.
- e. General Specification:
 - i. The use of any unmodified component which complies with a currently valid FIA Group N homologation for any vehicle is permitted subject to such components complying with the regulations regarding the use of electronic controls set out in (b) above.
 - ii. The definition of “Unmodified Component” includes, but is not limited to, any electronic mechanisms or controls that are essential for said homologated components operation.
- f. In an AWD vehicle with no central differential, a rear drive disconnect device mounted on or controlling the drive shaft is permitted. The disconnecting of the rear final drive must be controlled only by the driver via motion of the handbrake, either by hydraulic control or an electrically-activated hydraulic control.
- g. Steering
 - i. The steering system and its position are free but only a direct mechanical linkage between the steering wheel and the steered wheels is permitted.
 - ii. Hydraulic or electrically assisted power steering is permitted.
- h. Open Class vehicles entered in Rally America National Championship rallies with the Driver in the Seeded Draw will be limited to 14 gravel tires per event.
 - i. The team must declare the 14 tires prior to departing from the first MTC of the rally, by submitting the unique serial numbers of the tires to a steward, in writing, on a form

provided by Rally America. Only tires with unique, permanent manufacturer applied serial numbers will be eligible.

- ii. Snow and ice tires will not normally be part of this tire quantity limit, and this limitation will typically not be used at a snow / ice event.
 - iii. The stewards may declare an "emergency weather condition" and permit tires in addition to the 14 declared tires.
7. Only water is allowed to be injected into the intake manifold on vehicles with "water injection" systems on Open Category vehicles. No methanol, alcohol, or any other hydrocarbons are allowed in the "water injection" system. Trace amounts of methanol (<2% by volume) are allowed to account for trace amounts of temporary overnight antifreeze left in the system.
8. Group 5 Class: Vehicles must be 2WD, normally-aspirated, turbocharged or supercharged and derived from models sold globally in minimum quantities of 1000.
9. Group 2 Class: Vehicles must be 2WD, normally aspirated and derived from models sold globally in minimum quantities of 1000.
 - a. The engine is unrestricted; with the following exceptions, no forced induction; must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.
 - b. Maximum displacement no greater than 3080cc. Vehicles must meet the following minimum weight (as defined in Article 10.1.G) dependant and number of valves per cylinder:

Maximum displacement	Minimum Weight (2 Valves/Cylinder)	Minimum Weight (>2 Valves/Cylinder)
1050cc	670 kg (1477 lbs)	720 kg (1587 lbs)
1450cc	800 kg (1763 lbs)	840 kg (1851 lbs)
1660cc	850 kg (1874 lbs)	920 kg (2028 lbs)
1860cc	890 kg (1962 lbs)	970 kg (2138 lbs)
2070cc	930 kg (2050 lbs)	1000 kg (2205 lbs)
2270cc	970 kg (2138 lbs)	1030 kg (2271 lbs)
2570cc	1030 kg (2271 lbs)	1080 kg (2381 lbs)
3080cc	1110 kg (2447 lbs)	1150 kg (2535 lbs)

Rotary engines are allowed with stock OE porting and induction. The displacement for a rotary is subject to a multiplier of 1.8 which shall be applied to the 2 valve weight chart above.

10. Open Light Class: Vehicles must be AWD, normally-aspirated and derived from models sold globally in minimum quantities of 1000. The maximum displacement is 2650cc for overhead cam engines

and 3313cc for pushrod engines.

B. Production Category

1. The Production Category is comprised of two Classes: B-Spec and Super Production.

- a. B-Spec

B-Spec class vehicles are built to Production Category rules using one of the following normally aspirated vehicle models:

2012-2014 Chevrolet Sonic
2012-2014 Fiat 500
2011-2014 Ford Fiesta
2009-2014 Honda Fit
2012-2014 Kia Rio
2011-2014 Mazda 2
2007-2014 MINI Cooper
2007-2014 Nissan Versa
2007-2014 Toyota Yaris

2. All street-licensed, closed-body, four-wheel vehicles that are available for retail sale (in minimum quantities of 1000 per year in the United States) are legal.
 3. VINs, Model Years, updating and backdating
 - a. B-Spec vehicles must conform to one of the following:
 - i. An original, unmolested VIN on the body shell must match the declared model year for the entry.
 - ii. For vehicles logbooked after 9/1/2007, it is permitted to have an “assembled” or “shop-made” title and a state assigned VIN, however, the shell must also display the vehicle’s original, unmolested VIN. That VIN must match the declared model year for the entry in order to be B-Spec eligible.
 - b. The entrant must provide documentation, such as vehicle title or registration, to substantiate a manufacturer’s original or state assigned replacement VIN. The declared model year will be noted in the logbook by the Rally America Competition Director only upon his approval of that declared model year.
 - c. In B-Spec, no updating or backdating of cars, models, and/or components is permitted.
 - d. Super Production vehicles may be updated or backdated within a body style of the model.
 - i. In this context, “updating” refers to the entire vehicle and allows a replacement body shell with a VIN year different from the entered vehicle. A year and model is declared on

the rally entry form and the car's equipment and appearance must match (except for specific modifications listed in the rules) the declared model on the event entry form.

For example, a 2007 Subaru Impreza STI may be re-shelled with a 2004 2.5 RS bare body shell. The resulting SP Class vehicle must match the entered model year and all equipment (other than allowed modifications) must match the declared year.

- ii. Unless specifically listed as a permitted modification, updating or backdating individual components of the declared model is not allowed.

For example, it is not allowed to use a 2.5L WRX engine in a vehicle that is declared as a 2003 WRX.

4. Engine Displacement

- a. In B-Spec vehicles, the adjusted engine displacement must be no greater than 2650 cc.
- b. In Super Production vehicles, the engine displacement is limited to that specified by the manufacturer. There is no maximum displacement.

5. Minimum weight

- a. B-Spec class vehicles must have a minimum weight equal to 1.05 lb. per cc of adjusted displacement.
- b. For Super Production vehicles, the following minimum weights apply:
 - 2002-2005 GD WRX = 3,125lbs
 - 2006-2013 GD and GH WRX = 3,150 lbs
 - 2004-2013 GD and GH WRX STI (stock pistons) = 3,150 lbs
~~3,200 lbs~~
 - 2004-2013 GD and GH WRX STI (alternate pistons) = 3,350 lbs
 - 2004-2013 Mitsubishi EVO = 3,175 lbs

Except as indicated above (or as amended by Bulletin), there is no stated minimum weight for Super Production vehicles.

- c. The vehicle weight is determined according to Article 10.1.G.
 - d. The Competition Director reserves the right to make weight changes during the season for competitive adjustments.
6. Production Category vehicles with forced induction shall have air inlet restriction as per Article 10.1.F.
7. Shop Manual and Specification Form

Each entrant shall have an official factory shop manual for his

vehicle and present it at scrutineering. The manual shall also be made available in case of any inspections or claims. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class prior to the first car's leaving the main time control.

- a. "Shop Manual" may be in traditional book format, or other manufacturer supplied media. If supplied in other formats, entrant must also supply device to read the media.

8. Vehicle Preparation

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States.

Dealer-installed options, except as required by factory directives (no matter how common), are not included in this definition. Port installed options are considered the same as Dealer-installed options.

9. Authorized Modifications

All items that are not specifically allowed or referred to as "unrestricted", in this Article, must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

10. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector, and the bulbs. The mounting of additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse lights is authorized provided they will only switch on when reverse gear is engaged. The mounting of maneuverable searchlights is prohibited.

11. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted;

however, a single engine oil cooler and the necessary fittings may be added.

Aftermarket replacement radiator hoses and liquid coolant hoses are authorized, provided that their installation requires no other component modification (direct OE replacement). No other hoses may be replaced by aftermarket hoses (for example, aftermarket intercooler connection hoses are not allowed), unless authorized elsewhere by Rally America.

In Super Production vehicles, intercooler hoses and water radiators are free. Alternate cooling fans and brackets are permitted.

12. Engine Control

- a. In B-Spec vehicles, the standard factory ECU shall be retained, but may be reprogrammed. The vehicle shall be capable of running if a standard ECU was reinstalled. No alteration of the wire loom is allowed, except for the purposes of connecting a "Piggy Back" engine controller.
- b. In Super Production vehicles, electronic control of the engine is unrestricted, except replacement of the electronic "drive-by-wire" throttle with a mechanical throttle is not permitted.

13. Induction

- a. The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed.
- b. The elements that control the quantity of fuel fed into the engine may be changed.
- c. The components that control the quantity of air in the engine shall not be changed or altered in any manner except for the addition of a restrictor if required.
- d. The original air filter (OEM specification) and air filter housing may not be modified, however the components upstream of the housing may be moved, modified or removed.
- e. Boost on supercharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized. A "piggy back" controller may be used to alter the function of the ECU, to similar effect as reprogramming the O.E. ECU.
- f. In Super Production vehicles, all inlet ducts are unrestricted, provided that their original function and connections are maintained.

All other ducts in the inlet tract must be original equipment and unmodified.

14. Pistons

- a. Except as indicated below, only the use of stock pistons is permitted. Over-boring for the use of oversize pistons is prohibited.
- b. In Super Production vehicles, the following alternate piston is permitted.
 - i. For use in a 2004-2014 GD or GH WRX STI, an alternate piston made by JE Pistons and identified by a Rally America logo and a serial number.

15. Exhaust

The exhaust system is unrestricted, except that the stock exhaust manifold(s) must be retained.

16. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The minimum weight for a battery is 28 lbs. The make is unrestricted.

17. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

In Super Production, electronic control of the center differential is unrestricted.

In Super Production, the Active Center Differential pump and accumulator on a 2005 Mitsubishi Evolution VIII or a 2006-2008 Mitsubishi Evolution IX may be relocated.

18. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. Limited slip or locked differential units are allowed for use in Production Category vehicles.

19. Shock Absorbers

- a. Shock absorbers are unrestricted provided that their number, their type (telescopic, arm etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged, except to be reinforced. The damper tanks may be attached onto the unmodified shell of the cars.
- b. In B-Spec, a silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

- c. In Super Production, Uniball aftermarket strut top mounts are allowed.
- d. Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers.
- e. If, in order to change the damping element of a MacPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

20. Suspension

Springs: The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

Coil Springs: The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

Leaf Springs: The length, width, thickness and vertical curvature are free.

Torsion Bars: The Diameter is free.

Stock sway bars and their links and bushings may be removed or replaced.

Control arm bushings may be replaced with alternate bushings of similar type, provided that doing so does not alter static suspension alignment or geometry, and requires no modification to the body, chassis, or control arms. Non-metal OE bushings may not be replaced with spherical bushings.

The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual.

For MacPherson suspensions, the shape of the spring seats is free. Their material is free.

The reinforcing of the suspension and its anchorage points by additional material is allowed. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made. The roll cage may be used to brace the vehicle's suspension.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted to the spheres.

21. Wheels and Tires

The maximum wheel diameter and width is limited to largest size of each listed in the official factory shop manual. Tire size is free.

The installation of heavy duty or larger/longer wheels studs or bolts is allowed. Wheel bolts may be converted to studs. The number of wheel studs or bolts may not be changed. The hub and rotor may not be modified, except enlargement and/or re-threading of holes for the purpose of installing larger and/or longer wheels studs or bolts or to convert wheel bolts to studs. Wheel spacers are allowed. The top of the tire, when viewed vertically from above the hub, must be covered by the original bodywork.

On condition that it is firmly secured there, the spare tire(s) may be brought inside the driving compartment.

Air extractors added on the wheels are forbidden. Mud flaps of flexible material, which do not improve aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

22. Brakes

a. B-Spec

The replacement of worn linings is authorized and the system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and residual pressure valves are permitted only when standard or a manufacturer's regular production option for the model.

- i. Servo units may be disconnected or removed.
- ii. Backing plates may be removed, but not otherwise modified.
- iii. ABS (antilock braking system) may be disconnected or removed.
- iv. Rerouting of the brake lines is permitted.
- v. The use of Teflon lined, metal braided brake lines is authorized.

b. Super Production

The entire brake system is free, except as follows:

- i. Brake rotors must be cast iron (aluminum hats are allowed).
- ii. Each caliper is limited to a maximum of 4 pistons.
- iii. Alternate pedal boxes and brake bias control are permitted.

- iv. As a consequence of installing an alternate pedal box, an alternate clutch pedal, and clutch master cylinder or clutch cable, may also be installed provided the basic method of operation remains unchanged. For example, hydraulic clutch operation must remain hydraulic.
- v. As a consequence of installing an alternate pedal box, an alternate accelerator pedal, and accelerator cable or electronic throttle switch may also be installed provided the basic method of operation remains unchanged. For example, electronic throttle operation must remain electronic.

23. Driveline

- a. In Super Production, drive axles, wheel bearings, hubs and spindles are unrestricted.
- b. In Super Production, a Model Year 2002-2011 Subaru Impreza WRX may use a stock six-speed transmission, center diff, and final drives from a US specification 2004-2011 Subaru Impreza STI.

24. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

- a. The specified minimum flywheel weight (including the starter ring) is 8250 grams for any Super Production class Subaru vehicle equipped with a manual transmission.

25. Fuel Cells

Fuel cells are allowed to replace stock fuel tanks. Location is unrestricted. Fitting of such cells must conform to Article 5.7. Rerouting of fuel lines is permitted. Fuel lines that pass through the passenger compartment must be as prescribed in Article 5.7 of these Rules.

26. Motor and Transmission Mounts

Motor and transmission mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

27. Supplementary Accessories

Supplementary accessories are authorized, without restriction, provided they have no influence what-so-ever on the behavior of the car. For example, those concerning the aesthetics or the inside comfort: lighting, heating, radio, etc.; or those enabling easier or

safers driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following are authorized:

- a. Fasteners (e.g., nuts, bolts, and studs) may be freely exchanged and locked by any means.
- b. The mounting of additional gauges, meters, etc.
- c. The horn may be changed or an extra one added.
- d. Extra relays, switches, wiring, and fuses may be added to the electrics.
- e. The original accelerator cable may be replaced regardless of whether or not it is supplied by the manufacturer.
- f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a toolbox, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.
- g. Filler caps may be locked by any means.
- h. The steering wheel is unrestricted.
- i. Underbody protection material and mounting hardware is unrestricted and may cover any portion of the underside of the vehicle. Fender liners may be modified, removed entirely, or replaced with alternate material.
- j. Cruise control systems may be removed.
- k. Anti-theft systems may be removed.
- l. The air conditioner compressor, condenser, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.
- m. Body shell may be seam welded.
- n. Wheel scrapers are free.
- o. Engine bay plastic "dress up" components may be removed provided they have no other function.
- p. Roof mounted, commercially available cooling vents are allowed.
- q. Installation of sockets in the rocker panels to be used with jack stands.
- r. Removal of standard radio/audio systems, including speakers and related wiring, is permitted.
- s. Passive restraints, including air bags, shall be removed or

disabled.

- t. The stock trunk or rear hatch release mechanism(s) may be removed or disabled and replaced with external mechanical latch(es), such as hood pins.
- u. The hardware for attaching bumper covers may be supplemented with additional fasteners. Plastic fasteners may be replaced with metal fasteners.
- v. Non-metal trim from the lower 100mm of any lower body panel, including wheel arches, may be trimmed or removed.

~~Modification of the lower 100mm of any lower body panel, including wheel arches, is free.~~

28. Coach Work

- a. Carpets and their associated padding may be removed.
- b. The front seats shall be replaced with seating as per Article 5.4.
- c. Standard seat/shoulder belts may be removed.
- d. Rocker panel trim may be removed.
- e. The glove box door may be removed or replaced.
- f. The rear seat, headliner, and trim pieces from the "B" pillar rearward may be removed. All door panels may be modified for clearance of the roll cage. Minimal modification to the door structure (to the degree required to remount the levers and switches) is permitted and alternate interior door panels may be used in place of the OEM door trim panel to provide protection from metal edges.
- g. In Super Production, the center console rear of the shifter may be removed to allow for the mounting of a hydraulic handbrake. The remaining section(s) of the center console must be securely attached.
~~In Super Production, sections of center console may be cut and removed to allow for the mounting of a hydraulic handbrake.~~
- h. Sound deadening, include under-hood "hush" pads may be removed. Firewall heat resistant padding may also be removed.

29. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is unrestricted.

30. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances.

ARTICLE 11: HISTORIC CLASS

11.1. PRINCIPLES

The purpose of Historic Class is to “enable the active celebration of the History of the Motor Car” in stage rallying in America. The Historic Class rules are intended to “preserve the specification of (the) period and prevent the modifications of performance and behaviour which could arise through the application of modern technology.” Furthermore, “Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history.”

(Quotes taken from Appendix K to the International Sporting Code of the FIA)

11.2. ELIGIBILITY

Cars entering Performance Rally events in Historic Class must be at least 25 years old.

11.3. PREPARATION RULES

In all cases, Historic Class cars must comply with Articles 5, and 6 of the Performance Rally Rulebook.

- A. Beyond the requirements of Articles 5 and 6, all modifications shall use methods and technology contemporary to the car, with the following exceptions:
 1. Brakes lining materials are free
 2. Wheels and tires are free
 3. Lighting is free. Light pods are allowed if they were used in period for rallying.
 4. Odometers and non-performance accessories such as intercoms are free, although period instrumentation is encouraged.

11.4. ENFORCEMENT

Event scrutineering will only ensure safety compliance. Compliance with Historic Class rules will be enforced among Historic Class competitors at each event. It is suggested that all Historic Class competitors meet for mutual inspection of the cars following event scrutineering at a time posted on the Official Notice Board by the Historic Class Chairman. Any conflicts shall be resolved at that time among the competitors, by majority vote. In case of a tie vote the Historic Class Chairman shall cast the deciding vote. Non-Historic Class competitors may not protest Historic Class eligibility. Following First Car Out, no claims protests may be lodged by any competitor regarding Historic Class eligibility.

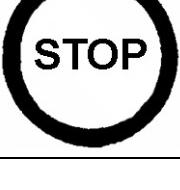
11.5. FUTURE DIRECTION OF THE CLASS

Prospective Historic Class competitors are encouraged to build their cars to period specification, and current safety regulations. The rules governing the

Historic Class are intended to allow reasonable modification for use in modern Performance Rally events in both North America and abroad.

APPENDIX 1: Signage Guide

The following signage images and descriptions are shown as general information only. Actual use at events may vary as detailed in that event's Supplementary Regulations.

	CONTROL ZONE ENTRY (YELLOW BACKGROUND)	Rally cars must enter control zones only on their minute (aside from a MTC In control) to avoid time penalties for early or late arrival. Crews cannot work on their car while in the control zone.
	TIME CONTROL (RED BACKGROUND)	The control workers fill in the time card at this location. Rally crews should only hand over time cards during their due minute.
	END OF CONTROL ZONE (TAN BACKGROUND)	The control zone ends here. Crews can work on their car only when they are past this point.
	SPECIAL STAGE START (RED BACKGROUND)	The start of the timed section of the special stage.
	APPROACHING FLYING FINISH (YELLOW BACKGROUND)	Lets crews know that the end of the timed section of the special stage is approaching.
	FLYING FINISH (RED BACKGROUND)	The end of the timed section of the special stage.
	STOP (RED BACKGROUND)	The control workers fill in the crew's time card with the special stage finish time at this location.

	RADIO PERSONNEL (BLUE BACKGROUND)	Actual location of the radio operators.
	MEDICAL PERSONNEL (BLUE BACKGROUND)	Actual location of the medical team.
	START OF REFUELING ZONE (BLUE BACKGROUND)	Designates the start of the refueling zone.
	END OF REFUELING ZONE (BLUE BACKGROUND)	Designates the end of the refueling zone.
	APPROACHING PASSAGE CONTROL (YELLOW BACKGROUND)	Lets crews know that they are approaching a Passage Control.
	PASSAGE CONTROL (RED BACKGROUND)	Designates a Passage Control.

APPENDIX 2: Awards History

These Rally Championships and Awards were administered by SCCA from 1973 through 2004. From 2005 onward, Rally America assumed this role.

In an effort to conserve resources, this information is available on-line at <http://www.rally-america.com/rules.php>.

Please submit corrections to this Appendix to archives@rally-america.com.